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Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

At times of crisis it must be Bovril
BRITISH TO THE BACKBONE.
[67-5

No. 18,100. 號百一千八萬一第 日八十月四年辰丙 HONGKONG, FRIDAY, MAY 19TH, 1916. 五拜禮 號九十月五年五國民華中 PRICE, $3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

May 22nd.—Europe (*vid* Negapatam), per s.s. TOSA MARU.

TO DEPART

May 19th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. NANKIN.

May 19th.—Japan *vid* Kuchinotsu, Victoria, Seattle, Tacoma, Vancouver and United Kingdom *vid* Canada, at 2 p.m., per s.s. TEUCER.

May 22nd.—Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 4 p.m., per s.s. PORTHOS.

May 23rd.—Europe *vid* Siberia, at 3 p.m., per s.s. CHENAN.

May 25th.—Straits, Colombo, India, Durban, Cape Town and United Kingdom, at 11 a.m., per s.s. KAGA MARU.

May 26th.—Formosa *vid* Keelung, Shanghai, North China and Japan *vid* Maji, Victoria, Tacoma, and United Kingdom *vid* Canada, at 1 p.m., per s.s. CANADA MARU.

May 31st.—Europe *vid* Siberia, at 10.30 a.m., per s.s. EMPRESS OF JAPAN.

May 31st.—Shanghai, North China, Japan *vid* Nagasaki, Victoria, B.C. (Canada, United States, South America and United Kingdom *vid* Vancouver), at 10.30 a.m., per s.s. EMPRESS OF JAPAN.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

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GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet	350	714 feet.
Width of Entrance on bottom	77 ,,	53 ,,	98 ,,
Water on Blocks at Spring Tide	25 ,,	24 ,,	44 ,,

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS:—"DOCK," KOBE.
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	No. 1	7,000 tons.	No. 2.	12,000 tons.
Lifting Power				
Max. Length of Ship taken in ...		490 feet.	,,	580 feet.
Max. Breadth of Ship taken in ...	... ,,	68 ,,	,,	88 ,,
Max. Draft of Ship taken in ...	... ,,	22 ,,	,,	28 ,,

The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 8,000 tons.

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Length on Keel Blocks	368 feet	5 ins.
Breadth at Entrance on bottom	56 ,,	0 ,,
Depth of Water on Blocks at Spring Tide	25 ,,	7 ,,

Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution at work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application. [73

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CHINA AND JAPAN.
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Directory and Chronicle of the Far East	$10.00	Missionary Directory, cloth cover	$1.25
Do. Do. Smaller Edition	5.00	Do. paper cover	0.80
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HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.
J. H. TAGGART, Manager.
161

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CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 378.
Tel. Address: "VICTORIA."
J. WITCHELL, Manager.
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1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central.
Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine. Roof Garden and Social Rooms. European Manager wants Steamers.
P. O. FEUSTEL, Manager.
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THE NEW MACAU HOTEL.
THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.
For further particulars, apply to—
THE MANAGER.
Macau,
Tel. Add. "Phœnix," Macau.
1st February, 1915 51

THE VICTORIA HOTEL CANTON.
Situated on the British Concession, Shameen.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr. and Mrs. GEO. E. EYLES.
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American or European Plan.
Rates $4 and $5 per day
Special terms to monthly guests
Cable address: SAVOY. Telephone No. 2,516. C. A. BIDDLE, Manager 85

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GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co., General Managers.
Hongkong, 9th December, 1914 119

FOR SALE.
COLLECTIONS of CHINA POSTAGE STAMPS, in packets, all different, no duplicate.
30 Stamps for $1. | 60 Stamps for $4.50
90 Stamps for $11. | 100 Stamps for $20.00
GRACA & CO.,
No. 4, WYNDHAM STREET.
Hongkong, 7th April, 1916. 501

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1213.
Hongkong, 4th February, 1915. 586

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TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 ,, to 10.00 ,, ... ,, 10 ,,
10.00 ,, to 11.00 ,, ... ,, 15 ,,
11.30 ,, to 12.45 p.m.... ,, 15 ,,
12.45 p.m. to 1.15 ,, ... ,, 10 ,,
1.15 ,, to 1.45 ,, ... ,, 15 ,,
1.45 ,, to 2.15 ,, ... ,, 10 ,,
2.15 ,, to 5.00 ,, ... ,, 15 ,,
5.00 ,, to 8.10 ,, ... ,, 10 ,,
NIGHT CARS,
8.30 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m....Every 15 minutes.
10.30 ,, to 11.00 ,, ... ,, 10 ,,
11.00 ,, to 12.00 noon ,, 15 ,,
12.00 noon to 1.00 p.m.... ,, 10 ,,
1.00 p.m. to 5.00 ,, ... ,, 15 ,,
5.00 ,, to 6.00 ,, ... ,, 10 ,,
6.00 ,, to 7.00 ,, ... ,, 15 ,,
7.00 ,, to 8.10 ,, ... ,, 10 ,,
NIGHT CARS as on Week Days
SATURDAYS.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong 18th June, 1915. 590

THE KAILAN MINING ADMINISTRATION.
KAIPING COAL.
Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE:
Complete with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST FIREBRICKS GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.
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TELEPHONE No. 1030
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. 136

SOUTH MANCHURIA RAILWAY.
TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY OPENED TO THE TOURIST AND HOLIDAY-MAKER.
THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.
Time-Table from May 1st, 1915, until Further Notice.
Owing to the War the THRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Setton (Tsingtao) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service to Petrograd.	
				Sakai	Kobe
$ 60 / £ 12 / M 90	Shanghai (S.M.R. Pier)	Lv.	Tuesday	Thurs.	Sat.
	Tsingtao ,,	Lv.	,,	6 p.m.	10 a.m.
	Dairen (S.M.R. Time*)	Lv.	1.30 p.m.	Tuesday.	
Y 14.50	Mukden ,,	Ar.	11.55 ,,		
		Lv.	12.10 a.m.		
Y 11.50	Changchun ,,	Ar.	7.10 ,,	Friday	
	(Russian Train)	Lv.	9.00 ,,		
R 9.50	Harbin ,,	Ar.	7.00 p.m.		

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service from Petrograd.	
				Tuesday	
R 9.50	Harbin (Russian Train)	Lv.	11.30 a.m.		
	Changchun ,,	Ar.	4.30 p.m.	Friday	
Y 11.50		Lv.	4.50 ,,		
	Mukden ,,	Ar.	9.15 ,,		
Y 14.50		Lv.	9.30 ,,		
	Dairen ,, (S.M.R. Time)	Ar.	4.30 a.m.	Sun.	Mon.
$ 60 / £ 12 / M 90	Tsingtao ,,	Ar.	11.30 ,,	Passengers	
	Shanghai ,,	Ar.		Sakai	Kobe

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

To the daily train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.30 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 1.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "YAMATO") at Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.; at the Agencies of the NORDDEUTSCHER LLOYD and the MESSRS. THOS. COOK & SON; the NORDDEUTSCHER REISEBUREAU and the NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial guide-books etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1. and Lieber's.

FUSHUN COAL
THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Antung, Chefoo, Shanghai, Hongkong, Manila, Singapore, and Penang.
MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
499

G. R.
NOTICE.
ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. 77

NEW CARTRIDGES.
BY popular English Manufacturers. In all Bores and Sizes.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at $5, $7 and $7.5 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
W. SCHMIDT & Co.
Hongkong, 4th February, 1915. 641

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(MITSUBISHI CO.)
COAL DEPARTMENT.
SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTARE, YOSHINOTANI, NAMAZUTA, SAYO, SHINNEW AND KAMIYAMADA Collieries.
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MANILA—Messrs. MACONDRAY & Co.
SINGAPORE—Messrs. BOUSTEAD Co., Ltd.
GLASGOW—Messrs. A. F. BROWN, MACFARLANE & Co., Ltd.
For Particulars, apply to—
K. KATO,
Manager,
No. 3, Pedder Street, Hongkong.
Hongkong, 24th April, 1914 618

FOR SALE.
ONE SET VERTICAL MARINE ENGINES, with three cylinders of 15 inches, 24 inches and 40 inches diameter, with Condenser and Pumps, complete. Also three bilge directing boxes, one reducing valve, two discharge valves, one set double safety valves, one steam distributing valve chest, with valves, one bulkhead flange for shaft, one main injection valve, and one spare condenser door, all having been formerly used in connection with the aforesaid engines. Built in 1904 and been in use only 14 months.
1,983 lbs.—Self-Hardening Steel.
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2,896 lbs.—Round Punching or Turning Steel.
and
One hundred Kilos Metal Packing.
Open to Offers.
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GEO. P. LAMMERT,
4, Duddell Street.
412

FRENCH LESSONS
G. MOUSSION,
15, MORRISON HILL ROAD.
627

"LEMOS"
NATURAL LEMON SQUASH.
$1.10 per bottle.
SIRDIR LIME JUICE CORDIAL.
$1.00 per bottle.
CALDBECK, MACGREGOR & Co.
WINE AND SPIRIT MERCHANTS.
15, QUEEN'S ROAD CENTRAL. 115

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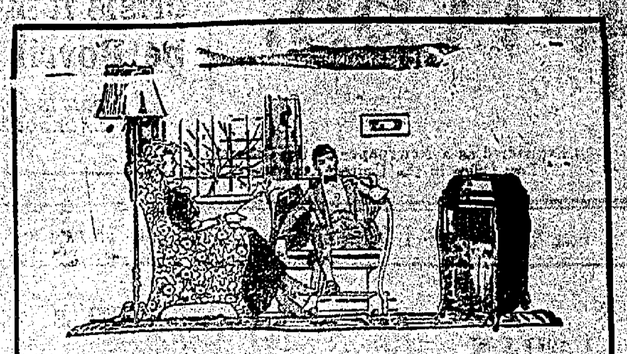

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17342	Silver Threads Among The Gold ...	Cello ...	Rozario Bourdon.
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	Fackeltanz. (Meyerbeer) ...	...	,, ,,
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	Miss Vixen ... Fox Trot ...	...	,, ,,
64327—Ah, Love, but a day ...	Song ...	...	Evan Williams.
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74437—Love's Nocturne ...	,, ...	...	Hamlin.
74337—Legende ...	Violin ...	...	Zimbalist.
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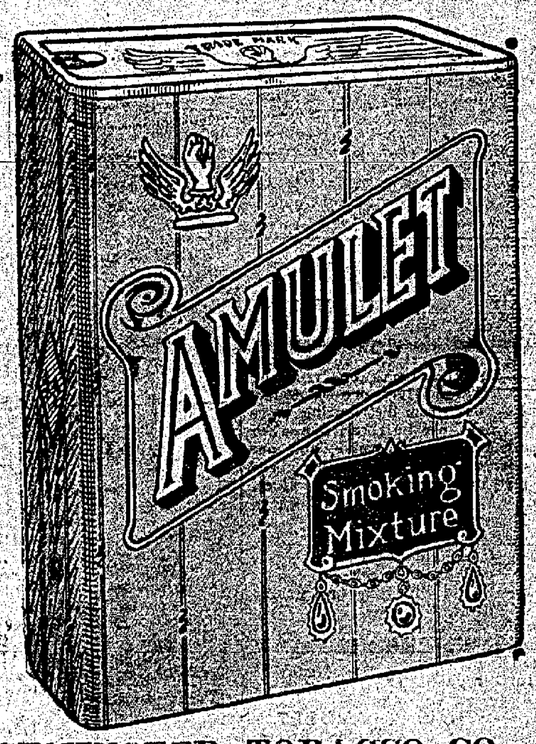
VICTOR AGENTS. [29

THE BEST TOBACCO YOU CAN GET IS THAT OLD FAVOURITE "AMULET."

A SHIPMENT HAS JUST ARRIVED.

$1.10 for 4 ozs.



$1.10 for 4 ozs.

WESTMINSTER TOBACCO CO., LTD.

Hongkong, 11th May, 1916. [636

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139

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:—

Far Eastern News.
Hongkong.
Far Eastern Men and the War.
Wedding of Chinese Aviator.
Contest with Submarine.
British War Charities, Canton.
St. Paul's College.
Leading Articles:—
- Developments in Hongkong.
- Tsingtao's Future.
- A Conflict of Ideals.

Random Reflections.
The Recent Shipping Strike.
Shipping Notes.
Correspondence:—
- Colonial Reformation.
- Indo-China Shares.

Peking Notes.
Company Meetings and Reports:—
- China Fire Insurance Co., Ltd.
- The Soy Chee Company.
- Peak Tramways Co., Ltd.
- Hongkong Tramway Co.
- William Powell, Ltd.

Passenger List.
Telegrams.
The Trouble in China.
The Law Courts.
Local Sports.
Hongkong Dog and Cat Show.
San Francisco and China Coast.
Hongkong's Food Prices.
Our Patriotic Neighbours in Singapore.
Opium Smuggling at Shanghai.
Commercial.

Extra Copies 30 cents each, Cash.
Copies can be posted from this Office to addresses sent; including postage 34 cents each.
$1 Cash for three copies.
Subscription, $12 per annum, payable in advance; postage extra.

Hongkong, 19th May, 1916.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT* for JULY to DECEMBER, 1915. With INDEX. Price $7.50. On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 10th March 1916.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smith, in their weekly share report dated the 18th May, 1916, state:—

Business in the local share market continues dull, and prices have, in many instances, owing to settlement influences and the pressure of Home selling orders, further receded. At the close there are indications of improvement after the May settlement has been arranged, buyers predominating for both Indos and Douglases, and to a limited extent, also for Docks, at rather better than the full equivalents for July and August delivery.

There has been nothing of importance doing during the interval in Rubbers, and we are without any recent quotations for Plantation Rubber or Standard Tin.

Bar Silver is wired from London to-day at 36¼d. for Spot delivery, and Sterling T.T. closes at 2/3. The T.T. rate on Shanghai is quoted at 70½ nominal and on Singapore at 95¾. The Banks' buying rate for 3ds. bills on Shanghai is unchanged at 71⅞.

BANKS.—Hongkong and Shanghais after small sales at $735 have been done at $730, at which rate a few more might be obtained.

MARINE INSURANCES.—Unions have been sold from $900 down to $885, but now close with buyers at $890. Cantons remain with sellers at $400, and there are also sellers of North Chinas at Tls. 175 and of Yangtszes at $230 with exchange 73.

FIRE INSURANCES.—Chinas are quoted nominally at $156. Hongkongs after sales at $375 and $370 close with a nominal quotation of $370.

SHIPPING.—Douglases gradually weakened, in the absence of business, to $127 and $127½ and now close steady at about these prices, with business done for July at $130. Indo-Chinas have been very inactive throughout the week and close with probable buyers at $112 for the Deferred. The Preferred remain dull with sellers at $46. Steamboats after fair sales at $22 close with sellers at that rate. Star Ferries have a nominal quotation of $38.

OILS.—A small business has been done in Shells at 96/- and there are now buyers at 95/-. Langkats, after sales at Tls. 27, have a nominal quotation of Tls. 27. Ural Caspians have weakened to 33/- nominal.

REFINERIES.—China Sugars have been a very inactive market, and, with no business to report, close with sellers at $102. Luzons are quoted $31 sellers and no transactions reported.

MINING.—Kailans are quoted nominally 28/- ex dividend of 1/- per share. Raubs are $2.90 sellers and Tronohs 30/- nominal, with no business to report in either stock.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been a quiet market and after sales at $109½ close with business done at $108. Kowloon Wharves have been done at $77 and $77½. Shanghai Docks and Longkew Wharves have a nominal quotation of Tls. 77 and Tls. 90 respectively.

LANDS, HOTELS AND BUILDINGS.—Central Estates remain at 600 sellers. Hongkong Lands are wanted at $100, with no sellers at the figure. Hongkong Hotels are on offer at $112½. West Points are slightly lower with sellers at $87 and Humphreys' Estates after sales at $7.00 and $6.90 have a nominal quotation of $7.

COTTON MILLS.—Are quite unaltered since our last report.

MISCELLANEOUS.—China Borneos remain at $10 sellers, with buyers at $9.50 cum dividend. China Lights are nominal at $4.40. Electrics, after sales at $47½ and $47, close nominal at the latter price. Hongkong Trams have been done at $6.30, but close with sellers at this price. Cements have been a very dull market, and, with little business done, have dropped back to a buying quotation of $8.65. Watsons have advanced to $7½ buyers. China Provident have been done at $9 and more shares might be obtained.

MEMO.—Next Settling Day, May 30th, 1916.

YARN MARKET.

Messrs. Polishwalla & Kotwal, cotton and yarn brokers, of Hongkong, in their report dated May 18th, state:—

Since the issue of our last circular on the 4th inst. the political position has continued in much the same perturbed state as before, the presidential question being still in the mist; but the violent fluctuations which have mark the course of exchange have instilled little confidence in the market, inducing dealers to consider overtures for business. Although the transactions that have come to light have not assumed anything like encouraging proportions, the nature of enquiries give promise of an active and growing business, provided, of course, there is no further advance of importance in the rate of exchange.

The total of sales during the period approaches 6,300 bales, made up mostly of select spinnings of No. 10s for the Yunnan market. Rates, on an average, show an advance of two dollars. Importers have freely met dealers in view of the irregularities of exchange.

Sold and unsold stocks in godowns, 50,000 bales.

ARRIVALS.—The mail str. *Tyndareus* from Bombay has brought 2,300 bales for Hongkong, and 4,800 bales for Shanghai. Shipments from Hongkong to Shanghai, coast ports, etc., 1,100 bales.

SHANGHAI.—This has again been an active market, and above 8,000 bales are reported sold during the former at a decline of 2-3 taels.

JAPANESE YARN.—Are steadier, with an improved off-take and better demand. Sales 2,000 bales; including: 1,000 bales yellow 16s, No. 20, at $122-8; 700 bales Nagasaki No. 20, at $1-$127; 100 bales Setsu No. 20, at $130-$1.50; 100 bales 3-horse No. 16, at $119-$1.

BENGAL COUNTS.—No sales either for Bengal or Chinese. Quotations nominal, at $20-$24; Chinese, at $22-$24 per cul.

RUN ON A CHINESE BANK AT SHANGHAI.

FALSE STORIES AND A DAY OF PANIC.

There was a run on the Bank of Territorial Development of China, Ltd., in Nanking Road, Shanghai, on 11th May. After the rush of the day was over it was stated that $120,000 had been paid out. The run continued next day, and when payment was suspended for the day it was stated by a bank official that $70,000 in silver had been paid out in exchange for notes since the doors opened at ten o'clock that morning. This makes $190,000 paid out in the two days, and assurances were given that the bank was in command of ample funds to satisfy all demands that might be made on it.

The run on the Territorial Bank came suddenly and unexpectedly (says the *N.-C. Daily News*), and was started by rumours which had been in circulation for some time. One was that the bank was a subsidiary bank of the German Bank, and that the German Bank were using the Territorial to finance certain enterprises in the interior. Mr. N. E. B. Ezra, foreign secretary for the bank, stated that these reports of the bank's supposed connection with the German Bank had even reached London, where they had been denied through the Chinese Legation. Mr. Ezra stated that not only had the bank no connection whatever with the German institution, but that it has no German capital or other German connection.

Another rumour, and the one that doubtless led to the run, is said to have been traced to a compradore of position and responsibility, who, it is alleged, has been circulating reports that the bank had made risky speculations in exchange.

There seems to be a well grounded report that politics lie at the root of the rumours which led up to the run.

The report that the eldest son of Yuan Shih-kai is connected with the bank, although he is not a director nor has he any controlling interest, has given rise to the report that the bank has been backing the monarchist movement, that it has been paying money out to the Northern troops here, and that such payments will be a total loss, as there is no chance of the bank being refunded by the Government.

When an officer of the bank was asked about these reports they were described as deliberate false statements circulated with malicious intent. No money has been paid to troops, he said, and Yuan Shih-kai's son has nothing to do with the bank—no more than other investors in the enterprise. The better-class Chinese, this official continued, are not clamouring to redeem their notes, it is mostly the more ignorant class who are doing this, and large depositors are not withdrawing their accounts.

Whatever started it, the false story spread like wildfire that the bank was insolvent, and large crowds congregated about the entrance, crowds largely made up of men with small amounts in notes, but including many with large sums, including one foreign attorney, with $10,000, belonging to a Chinese client. Police in force guarded the doors, and it it had not been for them the bank would have been mobbed.

The bank was organized in 1914 and its head office is at Peking. It has many branches throughout China, that at Shanghai having been opened in Dec. 1914, is the most important. It is the first Chinese bank to deal in foreign exchange, and on the authority of Mr. Ezra it has had a most successful year and is about to pay a dividend.

BANK OF CHINA.

DECLINES TO AVAIL ITSELF OF MORATORIUM.

A Presidential Mandate was issued authorizing the Bank of China to stop payment of its notes and deposits temporarily—in other words, to declare a moratorium.

After receipt of this news the shareholders in the bank representing a capital of $2,800,000 called a private meeting on the 12th (says the *N.-C. Daily News*) and decided to appoint Messrs. A. S. P. White-Cooper and T. Murakami as representatives and trustees of the shareholders, while Mr. J. H. Teesdale represents the depositors and noteholders to a considerable extent.

Further, it was decided to instruct the Bank of China in Shanghai to continue payment of notes and deposits as heretofore, contrary to the instructions received from other quarters in the interest of both shareholders and depositors.

SHIPPING NOTES.

A few days ago at the Maidzuru Naval Dockyard the keel of the destroyer *Hinoki*, 800 tons, was laid down with the usual ceremony. This destroyer, together with the *Kashi*, a destroyer of the same dimensions, the keel of which was laid down in February last, is to be launched in October next.

The returns compiled by Lloyd's Register of Shipping show that there were 424 merchant vessels of 1,423,435 tons gross under construction in the United Kingdom at the close of the quarter ended 31st ult. The tonnage now under construction in the United Kingdom is 60,000 tons more than that which was in hand at the end of the previous quarter, but about 164,000 tons less than the tonnage building twelve months ago.

News has reached Japan through the Agents, Messrs. Butterfield & Swire, reports the *Japan Chronicle*, that the *Achilles* was struck by a torpedo without warning at about 6.20 p.m. on March 31st, when some 90 miles west of Ushant, homeward bound from Australia. The fifth engineer and three of the Chinese in the stokehold were killed instantaneously, and one Chinese was drowned subsequently. There was no further loss of life.

EMPLOYE'S CLAIM FOR A PASSSAGE HOME.

INTERESTING CASE AT SHANGHAI.

In H.B.M.'s Supreme Court, Shanghai, on May 12th, before Mr. Justice Skinner Turner, Assistant Judge, Henry Townsend claimed from the Shanghai Dock and Engineering Co., the payment of an allowance in lieu of a passage to England payable by the defendants under an agreement in writing, signed by the defendants, and dated July 25th, 1914.

Mr. E. W. Godfrey said the plaintiff was an iron shipbuilder and was engaged in England in 1911 to join the defendant company. He arrived on June 10th of that year, his agreement being to serve the company for three years from the date of his arrival in Shanghai.

Counsel then read portions of the agreement, which he described as curious, and which provided, *inter alia*, "nor at the termination of this agreement, shall the second party (the plaintiff in the case) without the consent of the first party, commence any such business on his own account, or enter into the employment of any person, persons, firm or company in Shanghai or within 500 miles of Shanghai under a penalty of $5,000 liquidated damages. At the termination of this agreement, if well and faithfully performed by the second party, the first party shall pay to the second party, if he leaves Shanghai, the sum of $450 in lieu of a return passage."

When the service of the agreement was completed the plaintiff, by continuing his service with the defendants, tacitly accepted an agreement increasing his salary by $50, and providing for two months' notice of termination on either side. This was confirmed in a letter written on July 25th, 1914, in which was the following sentence:—"The allowance in lieu of passage to be paid on your leaving the company's employ."

Under that arrangement the plaintiff served until the end of 1915 when, in December, he gave two months' notice of his intention to leave the company's employment. Subsequent to his giving notice, he found there was some possibility of his joining the new Engineering & Shipbuilding Works, and the whole point upon which the case rested was whether his joining those works, upon what was a temporary agreement, deprived the plaintiff of the right, which he considered he had, to the payment of his return passage to England.

The whole issue was whether that agreement, which was confirmed by the letter of July 25th, was an agreement, as pleaded in the defence, to renew the terms and restrictions of the old agreement, or whether it was an entirely new arrangement between the parties.

Henry Townsend, the plaintiff, said that under a detention clause a certain portion of his salary was deducted. On the termination of the agreement he intended to remain in Shanghai, if it was made worth his while; if not he would go to New Zealand. About two weeks before the termination of the agreement he interviewed Mr. Burns as to the intentions of the company. At the first interview Mr. Burns evaded the question and told him to come back again. In two or three days at a second interview Mr. Burns offered an increase of $25 per month. This was agreed upon subsequently, with a provision of two months' notice of termination on either side, not by a definite acceptance by the plaintiff, but by his remaining in the defendants' employ.

Plaintiff allowed the detention money to remain in the defendants' hands until March, 1915; he had no need of it then and it was earning 5 per cent. In March he asked for the money and received it with interest to date. Mr. Osborne, the secretary, in handing plaintiff the cheque said, "of course your passage-money will not be paid until you leave our employ." Plaintiff replied "I understand that." He understood that at the end of his agreement he was entitled to the detention money and his passage home, or money in lieu of passage.

He continued service with the company until January, 1916, having resigned in December, 1915. He had, at that time, made no arrangements to go to any other employment, but in his letter gave his reasons for resigning. Subsequently he was temporarily employed by the New Engineering and Shipbuilding Co. He had taken the place of a member of the staff, who had gone on holiday.

In answer to Mr. Macleod (for the defence) plaintiff said the question of the payment of the passage money was not raised until the end of January, when he went to get his last month's salary and, as he expected, the allowance in lieu of passage money. The defendants paid his salary, but refused to give him his passage money. The reason given for the refusal was that they understood plaintiff was not intending to leave Shanghai, and considered they need not give him the money until he was about to leave Shanghai. He did not contradict them.

In January he knew he was going to join the New Engineering and Shipbuilding Co. in certain circumstances, but he did not know if the defendants knew of it. In July, 1915, he wrote to the New Engineering and Shipbuilding Co., stating that, if at any time they had a vacancy for a man in his line, he would be pleased to hear from them. They replied that they did not require anyone in plaintiff's line. On January 14th, 1916, he wrote to them again, stating he had decided not to remain with the defendants any longer. He did not remember having stated in the letter that he had no wish to go home. He had no surety when he left the defendants that he would join the New Engineering and Shipbuilding Co. He went to work for the latter company in the second week in February.

Mr. Macleod—I put it to you, you joined them on February 2nd?—No, the second week in February.

On June 23rd, 1915 plaintiff applied for an increase in salary of $50 per month, which he received as from July 1st.

(*Continued on next Column.*)

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

LEAVE.

1.—No. 1738 Pte. F. A. Perry is granted four weeks leave of absence from the Colony with effect from the 22nd instant.

No. 1911 Pte. Trafford is granted leave of absence from the Colony from 1st June to 15th September, 1916.

PARADES.

2.—Parades for to-day.

5.30 p.m.—Defaulters drill at Headquarters under Co.-Sergt.-Major Witchell. Recruits of Right Section M.G. Co. Squad Drill at Headquarters. Artillery Battery Gun Drill at Gun Club Hill. Sergt. Bradley will attend. H.K. Members will parade at 5 p.m., Star Ferry Wharf, Hongkong, and proceed to Gun Club Hill by 5.5 p.m. ferry.

6 p.m.—Scouts Co. No. 3 Section: Squad Drill and Skirmishing on Cricket Ground.

DETAIL.

3.—On duty to-night: H.K.V.R. Orderly Officer to-night: Lt. Weall.

A. F. CHURCHILL, Capt.,
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

EQUIPMENT.

Equipment officers are required to note that any equipment issued to their men after the latter have appeared before the Board and obtained equipment tickets must be entered on both copies of the tickets, dated and initialled.

ARMLETS.

The Metropolitan Police pattern armlets with numbers attached, which are now being issued, are to be carried at all times and by all ranks when not in uniform. They are to be worn in case of necessity on the left sleeve above the elbow.

Platoon and Company Commanders and Staff Inspectors are required to occasionally call for production of armlets by individual members.

CANTEEN ACCOUNTS.

Members are reminded that Canteen accounts for April must be settled on or before Saturday, May 20th.

F. C. JENKIN,
D.S.P. (R.)

Addressing the Court for the defence, Mr. Macleod submitted that the proper construction to be placed upon the letter of July 25th, 1914, was not that the allowance in lieu of a return passage should be paid in any event, but that the allowance mentioned in the agreement should be paid upon certain conditions at or on the plaintiff leaving the defendants' employ and not on the expiration of the agreement. It was necessary, therefore, on entering into a new agreement, that if he was to receive the passage money when he left the company's service, that should be stated. Counsel thought that, for all purposes necessary to the case, the statements of the plaintiffs could be taken as accurate. It was quite clear that the money payment in lieu of return passage was not mentioned except in the letter. It was clear from that and the admissions by Mr. Townsend that, if he did not enter into a contract with the New Engineering and Shipbuilding Co., Ltd., before he left the defendants' employ, or at the same time, at any rate it was in the minds of all parties that the plaintiff was certainly going to do so and that was why they refused to give him the payment in lieu of a return passage. The sole question for them was what construction was to be placed upon the letter of July 25th. It was a very short letter and a confirmation of a verbal agreement. The last sentence, he submitted, was obviously incomplete. In the first place, the very words "the allowance in lieu of return passage" could not have any meaning at all without reference to the original agreement.

Looking at the agreement they found a covenant restraining the plaintiff from entering the employment of other persons competing, and, obviously, with such a clause in the agreement, it must be taken to be understood and contemplated that the return passage was conditional upon the plaintiff leaving Shanghai. That was the very essence of the arrangement. He was not only not to be paid if he remained in Shanghai, but he had to obtain the company's consent, when he left them, before he could enter the employ of any competing company.

When the agreement came to an end in 1914 the plaintiff approached the company and there was no reason for thinking that the Company would, at that date, agreed to pay the man the allowance in lieu of the passage money unless he agreed to return to England. If his intention was not only to remain in Shanghai but also to enter the employ of a competitor, there would be even less reason for the employers consenting to such a reading of the letter. If the plaintiffs' case was that the company agreed to pay the sum of $450 on leaving their employ he ought to put before his Lordship an explicit statement to that effect. In view of the explicit statement in the agreement, in view of the fact that the agreement had to be looked at to find the meaning of the letter, he submitted that the only interpretation which could be given it was that the passage money was to be paid in the events contemplated in the agreement.

His friend had suggested that the temporary nature of the plaintiff's present employ made some difference, but he submitted that could not to be so. It could, however, have been a matter of arrangement with the defendants. However, that might be, the plaintiff had demanded as of right the $450, even if he stopped here for years, and the temporary nature of his present employment did not assist him until he had made an arrangement with his old employers.

Mr. Godfrey, in reply, urged there was nothing in the letter to lead anyone to think that the company intended to renew any of the terms of the agreement.

His Lordship reserved his decision.

CORRESPONDENCE.

THE INDO-CHINA MEETING.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—The grateful thanks of shareholders are due to "Deferred Again" for so lucidly putting before them their position *vis-à-vis* the general managers. I have read his various letters with due attention and have derived much useful knowledge therefrom.

Now "Deferred Again" has spent a profitable week-end in reading the Articles of Association, and, among other very interesting things, tells us that the general managers are allowed under the Articles to charge a reasonable remuneration and that, failing agreement, the differences are to be settled by arbitration. The Chairman told the shareholders at the annual meeting that there existed an agreement between the general managers and the Company by which their charges were regulated. In his reply to question No. 3, the Chairman did not even take the trouble to refer to that part of the question which read: "At what rate per cent. and on what items of account were such commissions charged?" So that shareholders do not know what charges are made by the general managers for their services and, consequently, are unable to ascertain whether the terms of the agreement are being faithfully carried out. It is not suggested that they are not, but, in view of the fact that the Articles admit of arbitration in the event of possible differences between the general managers and the Company, it is not unreasonable to suggest that shareholders be made acquainted with the terms of the agreement in so far, at least, as the remuneration is concerned.

"Deferred Again" proposes that a committee of shareholders should take up the matter in the interests of the Company. That, I am afraid, after recent events, is a scheme which will never materialise, but as a milder suggestion it is proposed to re-model the Board of Directors. In a Company such as ours, governed by general managers, the Board of Directors has very important functions, such as entering into contracts on behalf of shareholders with the general managers, and it is submitted that the Board, as at present constituted, is not altogether representative of shareholders, and appears to lack a preponderance of shipping element which it ought to have. There is the head of the firm, who may not be a shipping man himself, two shipping men and two worthy knights—these latter, as far as I know, cannot by any stretch of imagination be referred to as shipping men. We are very thankful for their services and, I am sure, without being shipping men they give much valuable advice; but I think that the interests of the Company would be better served by the addition, if not the substitution, of two more directors eminently shipping men, and perhaps, if it is not being too exacting, might I suggest that shareholders be given an opportunity of electing them?

I cannot resist the temptation to refer to that little matter of the opium on the *Yuensang*. A puzzle has been suggested to me: The money does not belong to the general managers; it does not belong to the Company—find the owner. Detectives, I am told, often arrive at startling conclusions in difficult and knotty questions by adopting a process of elimination, but in this instance the Chairman has himself eliminated everybody who could possibly have a claim on the money, so, after much furious thinking, I have been compelled to give it up—especially on the consideration that the general managers themselves had for two years tried in vain to find the owner.—Yours faithfully,

M.

Hongkong, 18th May, 1916.

GARMENTS FROM HONGKONG

The "Little Bit Workers'" Society, Kowloon, sent the following Comforts and Clothing to England through Messrs. Shewan, Tomes & Co., on Monday:—

To Miss Vivian, The Maurice Hostel, 52, Herbert St., Hoxton, N.—One parcel containing 25 articles of Children's Clothing.

To Mrs. Lefroy, Vice-President, S.S.F.A., Hoxton Branch, Maurice Hostel, Britannia Street, Hoxton, N.—One parcel containing 15 articles of Women's Clothing.

To Miss Tucker, Soldiers and Sailors' Help Society, The Institute, Mansfield St., Haggerstone, N.E.—One parcel containing 30 articles of Men's Clothing.

To Mrs. Eden, Jackanapes Work Society, 94, Marlborough Mansion, West Hampstead, N.W.—33½ dozen bandages, 17 suits pyjamas, 6 dozen khaki handkerchiefs, 1 pair bed stocks, 20 khaki collars, 38 pairs socks, 2 milk covers, and 3 shirts.

MOTOR-CAR DANGERS.

FATAL ACCIDENT AT MORRISON HILL GAP.

MR. ORME AND CARELESS CHINESE.

Some pointed references to motor-car dangers in the Colony and the carelessness of Chinese pedestrians were made in a manslaughter charge at the Criminal Sessions yesterday.

A Chinese chauffeur in the employ of the Exile Motor Garage named Ho Kit, *alias* W. Jones, was charged with the manslaughter of a Chinese boy named Cha Mui, by knocking him down with a motor-car at Morrison Hill Gap on March 31st. Prisoner pleaded not guilty. He was undefended.

The jury was composed of Messrs. E. Ezra (foreman), J. Merecki, F. H. Farne, J. H. Barr, B. M. C. da Cunha, J. M. Alves, and G. F. Alves.

Mr. Orme prosecuted on behalf of the Crown, and explained that about 9 a.m. the car left Hongkong, the occupants being three members of the staff of the Toyo Kisen Kaisha, who were *en route* for Taikoo Docks, where they intended to board a launch to take them to the stranded *Chiyo Maru*. Ahead of the car as it approached the Gap were several Chinese walking in the same direction, one of whom was a small boy, and this boy got in the way of the car and was knocked down and killed. The occupants said that when the car got within a reasonable distance of where the boy was he left his friends and crossed the road, presumably on hearing the car. Then suddenly he turned and ran back, when the car was within twenty yards of him, but before he could get back, and despite the fact that the brakes were applied and the car swerved, he was caught by the car and was knocked down. He was caught by the right front lamp of the car, and he (the Crown Solicitor) would suggest that story was consistent with what actually occurred. A brother of the boy would state that he was holding on to his brother's coat all the time, and that the car suddenly came up and knocked him over. Against this they had evidence to show that despite the fact that the brakes were applied the car was carried by its own momentum for a distance of 46 feet; 36 feet up to the place where the boy was knocked down, and ten feet beyond. The doctor who would be called would say that the blow which caused the death of the boy must have been a blow of very considerable violence and could not have been caused by a car going at a moderate speed; such as one would expect if a brake had been applied for a distance of 36 feet. The police had made tests with similar cars and on similar road surfaces, and these went to show that a car with a brake on could be pulled up in a considerably less space, perhaps 10 or 15 feet. Morrison Hill Gap was one of the most dangerous corners in the public roads of the Colony, and, that being the case, it was more particularly incumbent upon prisoner to take great care at the corner, especially when he saw a boy of tender years in front of him, and, presumably, crossing the road in front of him and then trying to get back. Continuing, Mr. Orme said: "We have to see that persons in charge of vehicles use these vehicles and realise their responsibility with proper care. If a man goes out in a motor-car on the road he has a right to the road, but he has a right to the road only in so far as he has to safeguard, at the same time, the rights of other persons who are using the road. In the city of Victoria it is the law that a vehicle shall proceed at a certain speed; the speed really laid down is ten miles an hour. I won't say, in fact it would be preposterous for me to say to you, that if a person exceeds that speed he does so at his own risk; and that speed is sometimes exceeded, as you know. And if a man is going, as the prisoner was apparently going in this case, at any rate of speed which is not justified by the regulations, he renders himself liable in case of any accident occurring. There are certain circumstances and conditions in this Colony which make the streets different to what they are at Home. The streets here are particularly crowded, and perhaps you will agree with me that the people who crowd the streets are particularly careless. It is your duty, gentlemen of the jury, to weigh carefully what licence can justly be allowed to drivers, consistent with the safety of the public; as it might be that any one of us, at one time or another, may be in the position as this unfortunate boy, and be the victim of the negligence of a motor-car driver."

Evidence was then called. Dr. Taylor, a surgeon of the Naval Hospital, stating that when he saw the boy the boy was in a dying condition. The skull was badly fractured, and the right side of the face was severely crushed. In his opinion the car must have struck the deceased with considerable violence to cause the injury. He did not think a car travelling at about five miles an hour would have caused such injuries. The car must have been travelling at more than ten miles an hour.

In the afternoon the judge, jury, crown prosecutor and the prisoner went to the scene of the fatality, the jury being conveyed on the fire motor, and experiments were carried out.

Subsequently the jury retired and upon their return gave a verdict of not guilty and prisoner was discharged.

Upon hearing the verdict the accused exclaimed "Thank God!"

SHAMEEN NOTES.

[FROM OUR OWN CORRESPONDENT.]

SHAMEEN, May 16th.

OPENING OF THE LANGUAGE SCHOOL.

The formal opening of the Language School took place at the British Chamber of Commerce Room, Victoria Hotel, this afternoon at 4 o'clock. Supporters of the school turned out in full force, and amongst them being: Mr. Hogg, of Messrs. Reiss & Co., Chairman of the Chamber of Commerce; Mr. Jamieson, British Consul-General; Mr. Pratt, British Vice-Consul; the Revs. Mr. Jenkins, Mr. M'Neur, and Mr. Mawson; Messrs. Dent, of H. Dent & Co.; Peel, of Dodwell & Co., Ltd.; Darch, Brown, Drummond and Willis, of the Asiatic Petroleum Co., Ltd.; Joseland, of Donnelly & Whyte; Kench and Fry, of the British-American Tobacco Co.; Staple, Smith and Batchelor, of Deacon, & Co., Ltd.; Forbes, of the Hongkong and Shanghai Banking Corporation; Lammert, of W. G. Humphreys & Co.; Kitching, of A. S. Watson & Co., Ltd.; Sutton, of Griffith & Co., Ltd.; Watling; Vasunia, of Vasunia & Co.; Mehta, of Mehta & Co.; and Kavarana, of Kavarana & Co.

At the request of the Chairman (Mr. Hogg), the Consul-General addressed the gathering. The key-note of his speech was the usefulness of a knowledge of the Chinese language for business purposes. He spoke of the fear of some that a knowledge of Chinese would militate against business for the reason that the Chinese would be averse from foreigners being able to follow their conversation. This notion, he was glad to say, was passing away. He sought to disabuse the minds of his hearers of the popular fallacy that a knowledge of Cantonese was useful only in Kwangtung Province; there are many millions of Chinese who spoke the Cantonese dialect, and in almost all parts of the world Cantonese might be used with advantage. He then related some of his own personal experiences in which his knowledge of Cantonese proved to be of great service to him. He further pointed out that the written language was the same for all Chinese, so that with a Chinese who did not speak the Cantonese dialect business could still be conducted in writing. A further advantage to possessors of a fair knowledge of Chinese was that one could follow a Japanese paper a little. Having referred at length to the advantage accruing to employers, he laid stress on the comparative ease with which one fairly well versed in Cantonese could acquire other dialects. The Consul-General's speech contained many words of encouragement to those who have enrolled as members of the school. One of the successes he referred to was that of young Hillier, who on coming out to China took up the Chinese language and at the end of six months was transferred to Peking, where he proved himself very useful and started that brilliant career with which everyone was familiar. In conclusion, Mr. Jamieson congratulated Canton upon being one of the more progressive business centres, and assured the school of all his assistance and help. He also thanked Mr. Farmer, of the Victoria Hotel, for his public spirit in placing the commodious room in which they were met at the disposal of the school.

EMPIRE DAY IN HONGKONG.

POLICE RESERVE TO ENTERTAIN THE SERVICES.

Mr. F. C. Jenkin, Deputy Superintendent of Police (Reserve) is busy arranging a gala night at the City Hall for May 24th, Empire Day, an interesting feature of which will be the presence of men of the regular forces in the Colony who took an article part in the fighting in France in the early part of the war, and who are now in Hongkong recuperating. They are seven in number. Mr. Jenkin has got into touch with them individually, and they will deservedly be given seats at honour at the City Hall on Empire Day night. The programme will be varied to suit the tastes of all. The first part will consist of vocal and instrumental items, and the second portion will be made up of boxing bouts, and, possibly, fencing exhibitions by Japanese naval men. What promises to be a most interesting pugilistic display will be that between P.-c. 591 Maher (of the Police Reserve) and P.-c. 821 A. H. Usuff (also of the Police Reserve). Maher claims to be the feather-weight amateur champion of the Orient, while Usuff, who boxes under the ominous title of "Johnson," is also a pugilist of no mean ability. Several other bouts are being arranged, and the referee will be Commander Beckwith, R.N. Invitations to attend have been given to units of all the Naval, Army and Police Forces of the Colony, and the crews of any British, American or Japanese warships which may be in harbour at the time will also be invited to the entertainment. It will be a most representative gathering of the forces, and great endeavours will be made to see that those present do not tire of the programme provided.

HONGKONG WEDDING.

SIM—AITKIN.

The marriage was solemnised at St. John's Cathedral yesterday of Mr. Edwin Lionel Sim, of the Mercantile Bank, Hongkong, and Miss Gertrude Agnes Mary Aitkin, who has just come out from England. The bridegroom has been stationed at several of the most important branches of the Bank in the East, and during his residence in this Colony has made many friends. He is a member of the Scouts Company, Hongkong Volunteers.

There was a numerous congregation of friends and acquaintances at the Cathedral, which had been beautifully decorated with lilies, palms, and ferns for the happy event by Mesdames C. H. P. Hay, G. C. Moxon, A. Ram, and W. E. L. Shenton. The service was choral, Mr. Denman Fuller presiding at the organ. The hymns sung were "O perfect Love" and "The Voice that breathed o'er Eden."

The bride, who was given away by Mr. Harry Hancock, was charmingly attired in a gown of ninon satin, trimmed with silver lace, and tulle veil. She was attended by little Miss Alma Worcester as bridesmaid. Mr. A. Montagu Preston was "best man." The Chaplain of the Cathedral (Rev. V. H. Copley Moyle) officiated.

After the ceremony a reception was held at the Hongkong Hotel, where Mr. and Mrs. Sim received the congratulations of their friends. The honeymoon is to be spent at Baguio. The bride's going-away dress was of Saxe blue taffeta, with flowered ninon sleeves, and black picture-hat.

HONGKONG GYMKHANA CLUB.

The following are the entries for the six events to be decided at the Gymkhana meeting to be held on May 27th:—

THREE-QUARTER MILE RACE—HANDICAP.—Electric Light, Fijian Chief, Sunshine (Portlight), Makoni, Ploughed Field, Durham Chief, Bluffer (Garlands), Cilgwyn, Birdwood, George (In Off), New Zealand (Gay Bird).

GYMKHANA STAKES.—Electric Light, Gregon, Crosby, King Jack, Dunkeld, Matchbox, New Zealand (Gay Bird), Antony, Fijian Chief, Makoni.

LADIES' NOMINATION—TENT PEGGING.—C. C. Moxon, L. P. Goldney, C. C. Boyd, R. T. Barton, B. F. Chapman, Comdr. Myburgh, L. F. Green, E. W. Fisher, C. C. Taylor, F. A. Gace, C. H. Blason, T. C. Duguid, J. H. Congdon.

FROM THE TWO MILE POST ONCE ROUND AND IN—HANDICAP.—Ploughed Field, George (In Off), Crosby, Masoe, Durham Chief, Sunshine (Portlight), Bluffer (Garlands), China Coaster, Lorenzo, Matabele.

POLO PONY SCURRY.—Snowflake, Charlie Chaplin, Gwalior Chief, Tom, Thurlston, Cilgwyn, Cherub, Beattock, Red Shank.

ONE AND A QUARTER MILE RACE.—HANDICAP.—Electric Light, Fijian Chief, New Zealand (Gay Bird), Makoni, Dunkeld, Lorenzo, Matabele, King Jack, Antony, Crosby, Masoe.

ASSOCIATION FOOTBALL.

UNITED SERVICES LEAGUE.

Major T. A. Robertson (Chairman) presided over a meeting of the League last evening, at which the principal business was consideration of a letter from the R.G.A. Football Club. It appeared that that Volunteers were due to play the Royal Engineers in a mid-week match, but stated that they were unable to raise a team. A table was published by the authority of the Hon. Secretary (Mr. W. Caldwell, R.N.) subsequently, in which the two points at stake in the abandoned match were accredited to the R.E. The R.G.A. contended that this was a most irregular proceeding, and that before the points could be given to the R.E. the sanction of the League Management Committee must be given.

It was pointed out that according to Rule 10 the points went automatically to the R.E., and that all the Committee could do was to consider whether or no sufficient reason was given by the Club for failing to fulfil the fixture, and, if insufficient, to impose a fine. It was thought that the Secretary's action was not incorrect. The Hon. Secretary of the R.G.A., in withdrawing the letter, said the issue of the League might have depended upon the result of the match in question, and it was rather hard upon them.

At the annual general meeting, which followed, it was decided to leave the election of officers till later in the year.

GOLF.

BATAVIA GOLF CLUB.

The results of the Batavia Golf Club Easter Golf Competition held at Tjandi (Semarang) were as follow:—The Becket Cup, after being well contested, went to J. J. Taylor, the runner-up being L. M. McLean. The Interport Shield was won by Soerabaya with a score of 177, their representatives being L. McLean, jr., and R. W. Burton; Semarang and Batavia were second and third, their scores reading 181 and 184 respectively. The Java Amateur Championship, which was the chief event of the gathering, brought together ten competitors. After keen competition W. Birnie and J. Campbell tied for the Championship with a score of 170 each. When the tie for first place was played off, Mr. Campbell retired, at the ninth hole, as Mr. Birnie was leading by 7 holes. The championship therefore went to the latter.

INTIMATIONS

LANE, CRAWFORD & Co.

ESTABLISHED 1850. TELEPHONE 1741.

TO

"MAXHED"

OILSKIN COATS

FOR LADIES AND GENTLEMEN.

WE HAVE JUST RECEIVED A DELIVERY OF THESE WORLD-FAMED RAINCOATS. THEY ARE THE LIGHTEST COATS MADE AND YET ARE PERFECTLY WATERPROOF. ALL THE SEAMS ARE EXTRA SEWN FOR US.

STOCKED IN ALL SIZES IN SEVERAL EXCELLENT SHADES, INCLUDING BROWNS. GREENS. YELLOW AND BLACK.

PRICE $28.00.

OTHER HEAVIER QUALITIES (FOR MEN ONLY) FROM $12.50.

LANE, CRAWFORD & CO. [21

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer		$6.00
Return " "	(available also for return by day steamer)	11.00
Single Fare by Day Steamer		5.00
Return " "		9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

FRIDAY, 19TH MAY, 1916.

8 a.m. *FATSHAN*. | 8 a.m. *KINSHAN*.
10 p.m. *KINSHAN*. | 5 p.m. *HONAM*.

SATURDAY, 20TH MAY, 1916.

8 a.m. *HONAM*. | 8 a.m. *FATSHAN*.
10 p.m. *FATSHAN*. | 5 p.m. *KINSHAN*.

HONGKONG-MACAO LINE.

S.S. *TAISHAN*, Tons 1,035. | S.S. *HEUNGSHAN*.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 21ST MAY, 1916.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m., and return from Macao at 5 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. *SUI AN*.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [123

SANATOGEN CO. (CHINA).

HEAD OFFICE: 1, THE BUND, SHANGHAI.

BEG to announce that their preparations SANATOGEN, FORDAMINT, etc., are made exclusively at the PENZANCE (Cornwall, ENGLAND) and LONDON WORKS of the SANATOGEN CO., LONDON.

Their Company is exclusively BRITISH and is included in the "WHITE LIST" issued by the CONSUL-GENERAL, SHANGHAI.

They have appointed Messrs. MOW FUNG & Co. to act as their Sole Wholesale Agents for Hongkong and South China, who will maintain stocks and supply their Goods at Prices which can be obtained on application to their Office, No. 10, Des Voeux Road Central. 668

NEW ADVERTISEMENTS

$25 REWARD.

LOST, a GOLD-MOUNTED WATCH FOB, with Spade Guinea attached, between Kowloon Docks and Naval Yard. Finder please communicate with letter "A," Care of "Daily Press" Office.
Hongkong, 18th May, 1916. [713

BOARD AND RESIDENCE.

IN Large House; convenient situation, good outlook. Comfortable Rooms, excellent cuisine. Moderate terms. Apply— "C. M." Care of "Daily Press" Office.
Hongkong, 19th May, 1916. [714

SOCIETE DES PULPES ET PAPETERIES DU TONKIN
(TONKIN PULP AND PAPER COMPANY).
CAPITAL $760,000.00.
Head Office: 21, Jules Ferry, Haiphong.

FIRST NOTICE.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of the SOCIETY OF PULPES AND PAPER OF TONKIN will be held at the Head Office, 21, Rue Jules Ferry, Haiphong, on the 8th June, 1916, at 4 o'clock P.M., for the purpose of:
Receiving the Report of the Directors,
Receiving the Report of the Auditor,
Passing the Accounts,
Electing Directors and Auditor for this year.
For the Board of Directors,
(Signed) M. DANDOLO.
Haiphong, 12th May, 1916. [715

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction
(FOR ACCOUNT OF THE CONCERNED),
TO-MORROW (SATURDAY),
the 20th May, 1916, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street
(WITHOUT RESERVE),
About 750 Boxes
HANKOW TEA
5 catties each
of first rate quality, and in good condition will be sold in small lots to suit purchasers.
TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 19th May, 1916. [716

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

A Paper on "TURBINE ENGINES" will be read by Mr. T. W. MACKAY, Member, at 8 P.M. TO-NIGHT (FRIDAY), the 19th inst.
All interested in the subject are invited.
Hongkong, 18th May, 1916. [710

THE ROYAL HONGKONG GOLF CLUB.

EMPIRE DAY,
24TH MAY, 1916.

A BOGEY COMPETITION for a Cup kindly presented by J. W. BOLLES, Esq., will be held over FAN LING on WEDNESDAY, 24th inst. (Empire Day).
CONDITIONS: 18 holes against Bogey. Entrance Fee $1.00 per Card. Any number of cards may be taken out. The sum realised from the Entrance Fees will be handed over to the Cigarette and Tobacco Fund.
K. M. CUMMING,
Hon. Secretary.
Hongkong, 16th May, 1916 [709

COTTON PIECE GOODS.

AGENTS WANTED.

A Firm of Manufacturers and Shippers of Manchester are open to negotiate with responsible Agents for Sale on Indent basis of White Shirtings, Black and Coloured Italians, Dyed Brocades, Cotton Spanish Stripes and Fancies, on commission in Hongkong. Address with particulars to "K 66," care of W. H. SMITH & SON, Advertising Agents, Blackfriars, Manchester, England. [706

NOTICE.

THE Undersigned having acquired the interest in the "Von Riegen" Patent Firebridge Bar, it will henceforth be known as the "ECLIPSE" PATENT FIREBRIDGE BAR.
Full particulars and prices for installations from:
THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.,
Telephone 236. 2, Queen's Buildings.
Hongkong, 17th March, 1916. [419

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM this date MR. C. MONTAGUE EDE has been appointed General Manager of the Company and during his absence from the Colony MR. C. H. P. HAY will perform the duties of the General Manager and Sign per Procuration.
By Order of the Board of Directors,
P. H. HOLYOAK,
Chairman.
Hongkong, 12th May, 1916. [693

HAMBURG-AMERIKA LINIE,
G. PRIEN,
HILL BERGDAHL & CO.,
F. LORRIA
(IN LIQUIDATION).

CREDITORS are required to send in their Claims against the above to the Undersigned, No. 5, Queen's Road Central, on or before WEDNESDAY, the 31st May, 1916.
Dated the 12th May, 1916.
J. HENVENSLEY SETH, A.S.A.A.,
Liquidator.
[693

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, TO-MORROW (SATURDAY), 20th May, 1916, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February, 1916, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 6th May to the 20th May, both days inclusive.
By Order of the Board of Directors.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st May, 1916. [649

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 11.30 A.M. on MONDAY, the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1916, both days inclusive.
THE CHINA-BORNEO CO., LTD.,
W. G. DARBY,
General Manager.
Hongkong, 4th May, 1916. [658

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, Hongkong, on TUESDAY, the 23rd May, 1916, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1916.
The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to the 26th instant, both days inclusive.
PEAK TRAMWAYS COMPANY, LTD.,
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 12th May, 1916. [694

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1916.

THE Board having declared an INTERIM DIVIDEND of One Shilling per Share free of Income Tax for the year ending 30th June, 1916, Holders of Bearer Shares and Holders of Dividend Warrants received from London on account of Registered Shares will be paid their Dividend on presenting No. 7 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares to any of the following Banks at Shanghai or Tientsin:—
THE HONGKONG AND SHANGHAI BANKING CORPORATION,
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
THE RUSSO-ASIATIC BANK,
THE BANQUE BELGE POUR L'ETRANGER.
The payment will be made in either Dollar or Taels as the holder may wish at the buying Rate of Exchange of the day.
GENERAL MANAGER,
KAILAN MINING ADMINISTRATION.
Hongkong, 15th May, 1916. [699

5½% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916
for Rbls. 2,000,000,000.

THE Public is hereby informed that the Subscription List to the above LOAN will be Closed on 26th May, 1916, and not as heretofore advertised.
The terms are as under:—
The Price of issue is 95%.
The Loan is entirely free of Income Tax and of other taxations.
The Loan is redeemable at par on 1st February, 1920, Russian style, without option for the Russian Government to convert it at an earlier date.
Coupons are payable half-yearly on the 1st February and 1st August, Russian style. As interest on the above Loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.
The RUSSO-ASIATIC BANK in Hongkong is ready to accept applications for the above-named Loan.
Special favourable rates will be quoted for Russian exchange.
Payment may also be made in Roubles.
Applications will be wired to Petrograd free of telegraphic charges and commission.
10% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.
The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.
G. TISDALL,
Manager,
RUSSO-ASIATIC BANK.
Hongkong, 15th May, 1916 [702

TO LET.

TWO ROOMED-FLATS, 13 Nathan Road, Kowloon.
THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.
FOUR-ROOMED FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Alexandra Buildings
[692

HOUSES TO LET

TO LET.

PREMISES at present occupied by CHS. J. GAUPP & Co., Alexandra Buildings, Chater Road.
Apply on premises or to—
LOWE, BINGHAM & MATTHEWS,
Liquidators.
[705

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).
Apply to—
WILKINSON & GRIST.
[691

TO LET—FURNISHED.

FOREBANK WEST, MAGAZINE GAP, PEAK, for four months from Middle of May.
Apply—
F. M. CRAWFORD,
Care of LANE, CRAWFORD & Co.
[678

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE CO., LTD.
[692

TO LET.

OFFICES in SECOND FLOOR, QUEEN'S BUILDINGS. Reasonable rent.
Apply to—
THE UNION TRADING Co.,
5, Queen's Buildings.
[674

TO LET.

OFFICES in Princes' Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMANN & Co.
[672

TO LET.

RAVENSHILL EAST, Peak Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters &c. Vacant 1st November.
Apply—
DEACON, LOOKER, DEACON & HARSTON.
[90

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.
For particulars etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD.
665

TO LET.

NO. 4, DES VŒUX ROAD CENTRAL, First Floor.
THE COMMODIOUS DWELLING HOUSE, with Offices, Servants' Quarters, etc., No. 14, SHAMEEN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.
Apply to—
DAVID SASSOON & Co., LTD.
[415

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
[37

TO LET.
From 1st May.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co.
[518

TO LET.

OFFICES at 2, Connaught Road.
OFFICES in King's Buildings.
HOUSE in CLIFTON GARDENS, Conduit Road.
No. 1, HILLSIDE, THE PEAK.
GODOWNS, at Wanchai.
Nos. 1 and 2, WEST END TERRACE, KANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
32

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.
CRAIGMIN EAST, 166, THE PEAK, Unfurnished.
4-ROOMED FLAT to let at the PEAK.
KELLETT CREST, 66, PEAK.
No. 141, WANCHAI ROAD, Large and Spacious Godown.
"SHORNCLIFFE," Garden Road, to let Furnished, 6 Rooms.
"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st May, 1916.
"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1916.
"HARTING," Austin Road, Kowloon.
No. 6, BZLLIOS TERRACE.
No. 25, BELLIOS TERRACE, with entrance on Conduit Road.
ONE GODOWN, No. 8 Barrows Street, Wanchai.
TWO GODOWNS, in Duddell Street.
No. 2, DES VŒUX VILLAS, St. PEAK, Unfurnished.
No. 49, THE PEAK (CAMERON VILLAS).
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
35

INTIMATION

WATSON'S
E
THE PREMIER SCOTCH
OF THE FAR EAST
FOR 25 YEARS.

POPULARITY MAINTAINED
BY ITS
EXCELLENT QUALITY,
NOT BY EXPENSIVE
WORLD-WIDE ADVERTISING.

A. S. WATSON & CO., LTD.,
WINE & SPIRIT MERCHANTS,
HONGKONG.
18

MARRIAGE.

STARLING FISHER.—At Holy Trinity Cathedral, Shanghai, by the Dean, Rev. A. J. Walker, on May 18th, SYDNEY BALDWIN, youngest son of the late JAMES STARLING, of Cheshire, England, to GRACE ELIZABETH, eldest daughter of the late HENRY HAYWARD FISHER, of London.

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 19TH MAY, 1916.

AUSTRALASIA AND THE FAR EAST.

THE name ANZAC has been made immortal at Gallipoli. It is a new word in the English language and it signifies something which is old though it appears in a new guise. There have been heroes since the dawn of history. Nearly two thousand years ago the great Teacher told mankind a truth which had been instinctively realised ages before His coming, and to-day we know full well that greater love hath no man than to give his life for others. We have seen our friends go forth with a smile upon their lips to meet their great trial in the trenches, and it has lifted life on to a higher plane to witness such a thing. This terrible war is making mankind realise that wisdom has not come to the earth only in the nineteenth and twentieth centuries. Generations ago the sages of different countries pointed out the real virtues. The Founder of Christianity has been often quoted in connection with the Fight for Right. In the Far East, as we think of Gallipoli and Flanders, we may remember the words of one who is talked of with reverence in China. Said CONFUCIUS: "The nobler sort of man is proficient in the knowledge of his duty; the inferior man is proficient only in money-making." It may be argued, by hostile critics, that the Chinese cannot be accused of any lack of interest in the art or science of money-making, while the condition of their own country does not seem to indicate a very great appreciation of national duty. We might say that, in Cathay, these maxims of CONFUCIUS are repeated, but never obeyed. And yet it is related that, after the assassination of SONG KIAOJEN, at the railway station of Shanghai, prominent men were to be seen wearing a button with the inscription, "In memory of him who died for us." The Chinese still speak of GORDON with respect as the man who risked his life, and ultimately lost it, in doing what he believed to be right. That seems to be the message of the word "ANZAC." Those five letters remind us of the brave hearts from the Southern Seas who came to die for us, and for our children, in the tremendous ordeal which commenced in 1914.

While our minds are still full of the glorious bravery of the ANZACS, we are thrilled by the outspoken courage of a statesman from Australia, Mr. HUGHES, who has made some speeches in London which are not only refreshing for their candour but valuable for the constructive ideas which they put forth. There is one sentence which will be frequently heard from the platform and the Press during the next decade. It sums up a lesson which our enemies have taught us. The democrat from Australia declares: "You cannot proceed upon the assumption that the economic policy of a nation has no relation to its national policy." Great Britain has in the past proceeded upon that assumption. Our politicians have often told us that the prosperity of Great Britain was due to the fact that we did not attempt any economic policy, but allowed the individual to conduct his business in whatever fashion pleased him best. The prosperity of Great Britain, during the nineteenth century, was very largely due to the works of certain great inventors and organisers of the type of WHITWORTH, ARMSTRONG, KELVIN and PARSONS. These men taught us how to make full use of the mineral wealth, not only of our own country but of other parts of the world. In some respects Mr. HUGHES reminds us of these men who developed the new inventions. He is essentially democratic. He is unashamed of his humble origin. He is clearly not at all impressed by official Mandarins. He recognises the noble work which, despite many failures, the islands west of Europe have accomplished. Like all energetic people he is not satisfied with things as they are. He knows of the sacrifices which Britons all over the world have made in this sacred fight for liberty, and he does not want those sacrifices to be in vain.

In Hongkong we are naturally very interested in this man who represents Australia. There are ships which run to the great Commonwealth in the Pacific, and many people have gone there from the China Coast on business or on pleasure. We have had evidence that Australia intends to develop her Far Eastern trade. Some Australian firms already do a good business with Japan, and if only affairs in China will take a turn for the better we may see further commercial developments. After the war Australia will probably feel it her duty to carry on "the white man's burden" in the islands of the Pacific which previously belonged to Germany. These islands should form trading centres. There is, therefore, every reason to believe that a forward policy on the part of Australasia will bring Hongkong into closer contact with that portion of the British Empire. The effect of this will be to make Britons in the Colony more interested in Australian affairs. It would be very interesting to have the views of Mr. HUGHES upon our Imperial policy in the Far East, for that is one of the greatest problems to be solved when the war is ended. We do not wish to drift along in the future, as in the past. We do not wish to pursue a policy whose only aim is the enrichment of a privileged few. We want a truly Imperial policy, for, although the British residents in China are primarily interested in the matter, the steamships and the telegraph are drawing Australia and Canada nearer to China each year. We cannot suppose that Mr. HUGHES has overlooked this matter, and we can only hope that he will give his views upon it to the Cabinet in London.

The annual general meeting of the Societe des Pulpes et Papeteries du Tonkin will be held in Haiphong on June 8th.

Brigadier-General P. J. Miles, who has just received the command of a brigade, is a veteran of the China Expedition, 1900 (medal).

Messrs. Hughes and Hough announce that they will sell by auction to-morrow (Saturday) at their sale rooms at 11 a.m., about 750 boxes of Hankow tea. The tea will be sold in small lots and without reserve.

The marriage arranged between George Sinclair Moss, of the Chinese Consular Service, and Gladys Lucy, only daughter of Mr. and Mrs. G. A. Moore, of Engayne, Spital, Bromborough, was arranged to take place quietly on April 26th, at the parish church, Lower Bebington.

A semi-foreign bomb was thrown one afternoon last week in Taiping Road, Hankow, injuring nine Chinese at the entrance of the Grand Hotel, which is in Chinese territory just outside the British Concession. It is alleged that the bomb was intended for the chief detective, who had just entered the hotel, but luckily escaped injury.

Three Chinese who confessed to armed robbery were each sentenced to seven years' hard labour, and ordered to each receive fourteen strokes with the birch by the Chief Justice yesterday. Two Chinese who were charged with kidnapping a Chinese boy at Hunghom were found guilty and sentenced to five years' hard labour each.

The Chinese Government has telegraphically instructed Chang Ming-chi, Governor of Kwangtung, who fled to Hongkong on the declaration of independence, to come to Peking to report on the recent conditions of the province. In response the Governor states that he is unable to come up "on account of his illness."

Captain Wilfrid F. Blunt, who commanded the *Esk* during the Boxer troubles of 1900, has assumed the command of the cruiser *Gloucester*, which, it may be remembered, encountered and chased the big German *Goeben*. He distinguished himself in command of the *Fearless* in the Bight of Heligoland Battle, August 28th, 1914.

It is stated from a private source, which is usually well informed (says the *Singapore Free Press*), that the post of Consul for France at Singapore, vacant since the death on the 22nd April of the Comte de Bondy Riario, has been filled by the appointment of Monsieur Francois Andre Gustave Abel Danjon, now Vice-Consul at Shanghai, and vice acting Consul at Hongkong, in June, 1911.

The death is announced of Field-Marshal Sir Charles Henry Brownlow, at his residence, Warfield Hall, Bracknell, Berkshire, in his eighty-fifth year. In 1860 he served in the China campaign, in command of his regiment, and was present at the affair of Sinho, at the storming of the Taku Forts, and at the occupation of Peking, being rewarded with the medal and two clasps, and shortly afterwards receiving a brevet majority.

That the *Directory & Chronicle* was not the only Far Eastern publication which suffered through the loss of paper on the *Yamaka Maru* is shown by the following notice issued recently from the Government Printing Office, Sarawak: "Owing to a shortage of paper through the loss the N.Y.K. *Yamaka Maru* and the impossibility of obtaining supplies from Singapore under present circumstances, the regular issues of the *Sarawak Gazette* and *Sarawak Government Gazette* are unavoidably suspended for the present, but will be resumed as soon as possible."

The funeral took place at Happy Valley Cemetery yesterday of Mr. Thomas Kerr, late Chief Engineer of the *Wing On*. The chief mourner was Mr. S. Baker (son-in-law), and there was a very large body of deceased's friends and acquaintances at the graveside, comprising gentlemen representative of all the engineers in the Colony. Among those present were Messrs. J. G. Greig, J. Paterson, J. Rodger, A. G. Gordon, J. Lennox, J. R. Kinghorn, R. Henderson and Lieut. R. Hall (Harbour Office). The service was conducted by the Rev. J. Kirk Maconachie. There was a beautiful collection of wreaths.

The Dockyard Recreation Club held the 2nd whist drive of the season on the verandah of the Dockyard on Wednesday evening, and a large number of members and their friends attended. The prizes were won as follow:—Ladies—Mrs. Fookes (1st); Mrs. Brock (2nd); and Mrs. Goodall (3rd). Gentlemen—Mr. Edmonds (1st); Mr. Pile (2nd); Mr. Bentley (3rd); and Mr. Stewart, R.N. (4th). At the conclusion of the whist drive the prizes won in the Dockyard Recreation Club Tennis Tournament were presented by Eng.-Commander W. W. Reed (Vice-President of the Club), who also presented the whist drive prizes). The winners of the Tennis Tournament were as follow:—Mixed Doubles: Winners, Miss Whimble and Mr. Pile; Runners-up, Mrs. Mace and Mr. Goodman. Gentlemen's Doubles: Winners, Mr. Pile and Mr. Black. Runners-up, Mr. Trueman and Mr. Hennessy. A vote of thanks to Commander Reed, who suitably responded, concluded a very pleasant evening.

THE WAR.

BRITISH CONTINUOUSLY ENGAGED.

HEAVY FIGHTING ON ITALIAN FRONT.

IRISH RESPONSE TO GERMANS.

BRITAIN'S SUPERIOR AIR SERVICE.

AMERICA AND THE BLOCKADE.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH CONSTANTLY FIGHTING.

PRIMITIVE WARFARE.

LONDON, May 17th.

The discrepancy between the long casualty lists and the seemingly insignificant encounters on the British front is explained by letters received from a correspondent describing the nature of the so-called small enterprises. These consist mainly of mining and raiding. The methods of the former are sufficiently known—a huge explosion blowing men and weapons into the air, burying many, obliterating trenches, then a frantic rush, and a fierce fight for the possession of the crater. The raids, which are incessantly going on along the whole front, are opened by gusts of artillery to smash the wire entanglements; then a curtain of fire, to prevent supports reaching the trench aimed at; and, finally, an infantry rush. Sometimes the trench is found empty; sometimes not. Then ensues a ferocious encounter of primitive mankind, in which rifle and bayonet are superseded by short stabbing weapons devised for this close fighting, and bombs are thrown at close quarters. Soldiers, writes the correspondent, at times speak lightly of these daily struggles, but along ninety miles of our front is practically one continuous battle and one continuous field of blood.

THE BRITISH FRONT.

MUCH ACTIVITY.

LONDON, May 18th.

General Sir Douglas Haig, in a *communiqué*, states that to-day there have been considerable artillery and trench mortar actions. Two raiding parties of Seaforth Highlanders entered German trenches north of Roclincourt last night. Five Germans were killed in one trench. Three dug-outs full of Germans were bombed, one being blown up. Our casualties were slight and the whole of the raiding parties returned.

Fighting continues among the craters at Vimy Ridge.

There were 27 aerial combats yesterday. An Albatross was attacked, driven down and wrecked near Lille, and another was driven down north of Vitry in a damaged condition. A third was attacked by one of our Scouts and was seen to turn upside down near the ground. One reconnaissance machine failed to return, having landed in hostile territory. One Scout aeroplane is also missing. Much successful artillery and photographic work has been accomplished.

GERMAN ATTACKS.

FRENCH AEROPLANES ACTIVE.

PARIS, May 17th.
4.25 p.m.

The defeat of further German attacks is a feature of the *communiqué*. Enemy grenade attacks on the edge of Deadman Hill completely failed; also an attack on Thiaumont Farm. The artillery have continued active on both banks of the Meuse and in Champagne.

A French bombarding squadron of thirteen aeroplanes attacked railway stations and bivouacs between Verdun and Metz, and also the German communications at Conflans. Several fires were noticed.

[THROUGH REUTER'S AGENCY.]

FRENCH DROP BOMBS IN METZ REGION.

PARIS, May 17th.
4.25 p.m.

To-day's *communiqué* says it is confirmed that another French aeroplane squadron dropped a great number of bombs on the hangars and the railway-stations at Metz, and the railway lines from Metz to Thionville.

A French pilot felled a German at Vic-sur-Aisne.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

AUSTRIAN OFFENSIVE.

ITALIANS INFLICT GREAT LOSSES.

ROME, May 17th.

The Italians admit a small reverse in Trentino, but as affairs are up to the present limited to the first-line positions, the Austrian claim to nearly 3,000 prisoners is likely to be the usual exaggeration.

The Italian *communiqué* affirms that great losses were inflicted on the Austrians, who attacked in massed formation, and it emphasises that the Italians only fell back on a section. Italian counter-attacks took hundreds of prisoners. The Austrians on the bulk of the front were unable to develop their attack.

The *communiqué* adds that the principal Austrian effort was in the Lazarina Valley where there were five fierce attacks on the slopes north of Zugna. These were crumpled by devastating artillery and rifle fire, inflicting enormous losses. Hundreds of enemy corpses were carried off in the swift Adige current. Repeated attempts to attack the Asiago sector on Monday night fared so badly that the Austrians were inactive throughout Tuesday. The attacks in the Suzano Valley lasted all Monday night, and were continued in the morning. They were repulsed. Then an Italian counter-attack forced the enemy to retreat, leaving several hundred prisoners. On the rest of the front there were numerous sporadic attacks in the nature of diversions, all of which were repulsed with serious enemy losses. The aircraft on both sides have carried out incessant bombing raids.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

TURKS RETREATING.

PETROGRAD, May 18th.

The Russians, while successfully holding the centre of the Caucasus front are now progressing along the coast, and the Turks are retreating to Kerasun, seventy miles westward of Trebizond.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

GERMAN MINELAYER SUNK.

COPENHAGEN, May 17th.

A German minelayer has been sunk off Falsterbo by striking one of her own mines. German destroyers saved some of the crew.

DUTCH STEAMER BLOWN UP.

LONDON, May 17th.

The Dutch steamer *Batavier V.*, from London to Rotterdam, has been blown up. Four of the crew were lost, and the remainder were landed at Yarmouth.

[THROUGH REUTER'S AGENCY.]

BRIEF NAVAL ENCOUNTER.

GERMANS' DISCREET RETIREMENT.

LONDON, May 17th.

The Admiralty announces that yesterday there occurred an encounter between British destroyers and monitors and some German destroyers. After a short engagement the enemy withdrew to their forts. There were no British casualties.

LATER.

The naval encounter was off the Belgian coast.

BRITISH MONITOR LOST.

LONDON, May 17th.

Turkish artillery destroyed a small British monitor. Two of the crew were killed and two wounded.

GENERAL.

[THROUGH REUTER'S AGENCY.]

BRITAIN'S AIR SERVICE.

SECOND TO NONE.

LONDON, May 17th.

In the House of Commons, Mr. Joynson-Hicks opened the air debate, strongly demanding the appointment of an Air Minister. He emphasised that the new board would be worthless.

Mr. Tennant, in replying, indicated the enormous expansion of our air resources. It was not true, he said, that Germany had secured a supremacy in the air. We had won the great majority of air combats, and had two types of aeroplanes which were faster than the Germans and two others as fast as the Fokkers. It had been decided to constitute an Air Board with Lord Curzon as President, along with two naval representatives, including a member of the Board at the Admiralty, two military representatives, including a member of the Army Council, also Lord Sydenham and Major Baird, the latter representing the House of Commons. Mr. Tennant declared that the new body would possess powers far greater than anyone had had hitherto. It had been decided that during a great war the friction of creating an Air Ministry would be too great.

Mr. Churchill expressed some disappointment at the scheme.

Mr. Bonar Law vigorously defended the air service, which, he said was far better than the enemys, and more than the equal of any of the combatants. We had carried out reconnaissances with frequency, regularity and success which had never been attempted by the Germans. Out of 478 air combats between July and May, only 63 occurred on the British side, in which 13 German machines were brought down and not a single British machine. (Cheers.)

Mr. Tennant added that the new Air Board would be free to discuss matters of general policy, also combined naval and military operations and designs of machines. If either the Admiralty or the War Office failed to agree the President could refer the question to the War Committee. The Board would also co-ordinate the supply of materials.

THE BRITISH BLOCKADE.

CORRESPONDENCE WITH UNITED STATES.

LONDON, May 17th.

There has been further correspondence regarding the blockade. The United States, speaking in sincerest friendship, clearly intimates the expectation that Great Britain will take steps to avoid injury to the legitimate trade of the United States. The British reply outlines the measures taken to alleviate the burdens imposed upon neutral seaborne commerce, and enumerates the special concessions granted to the United States. It also gives export figures proving that the profits of the United States are equal to or greater than those of Great Britain. It also points out the delay in the Prize Courts due to American claimants.

THE COMPULSION BILL.

LONDON, May 17th.

The Compulsion Bill receives the Royal Assent on Friday.

[THROUGH REUTER'S AGENCY.]

IRISHMEN'S RESPONSE TO THE GERMANS.

MUNSTERS' INTERESTING CAPTURE.

LONDON, May 17th.

It appears that on the night after the Irish regiments in the trenches responded to the German placards, inviting them to lay down their arms, by a fusillade and the singing of "Rule Britannia," the officer of a detachment of Munsters undertook to capture the placards. The Irish had cut down the entanglements to cross the considerable intervening space and were halfway over when they were discovered by the enemy searchlights, and fired at with maxims. Some were badly wounded, but none stirred, and all remained lying down for hours. Then they crept on, reached and cut the German entanglements, and charged at the trench. The Germans were startled and bolted, and the Munsters brought back in triumph the placards, which are now in London.

Photographs showing the holes cut through the placards by the Irishmen's bullets before the raid of the Munsters have been published.

CHIEF SECRETARY OF IRELAND.

LONDON, May 17th.

Sir Horace Plunkett, who is in London, has been hurriedly recalled to Dublin. It is rumoured that he may become Chief Secretary for Ireland.

Mr. Asquith continued his informal conferences at Dublin with official and prominent men.

It is expected that Mr. Asquith will visit Cork before returning to England. His swearing in as a Privy Councillor strengthens the belief that a Chief Secretary will not be appointed at present, and that Mr. Asquith will temporarily assume responsibility in the House of Commons for Ireland.

WAR ECONOMY.

BEER AND TOBACCO.

LONDON, May 17th.

The Board of Trade announces that the imports of tobacco will be reduced by two-thirds from the 1st July.

Mr. Runciman has introduced a Bill to reduce the brewing of beer by 15 per cent.

RELIEF FOR SOLDIERS.

IN CASES OF HARDSHIP.

LONDON, May 18th.

In the House of Commons, the Right Hon. W. Hayes Fisher announced that arrangements had been made for grants up to £104 sterling yearly both to married and unmarried soldiers in cases of hardship.

WAR PRISONERS IN GERMANY.

FORCED TO WORK AT MUNITION FACTORIES.

PARIS, May 17th.

It is officially announced that the Allied war prisoners in Germany have been forced to work at the munition factories, under threats of torture and imprisonment in intensely heated cells.

The French Government has threatened to retaliate.

GERMANY AND SIR EDWARD GREY'S STATEMENT.

VIOLENT VITUPERATION.

LONDON, May 17th.

The Press of the Central Powers indulge in violent vituperation in regard to Sir Edward Grey's recent statement, with the exception of the *Vorwaerts*, which says it is glad that Sir Edward Grey mentions a basis for the peace negotiations. It believes that peace can now be seriously discussed.

BRITISH COLONY RE-ENTERS ISPAHAN.

TEHERAN, May 17th.

The British Consul-General and colony have re-entered Ispahan, and were splendidly welcomed by the Russian military and the Persians.

[THROUGH REUTER'S AGENCY.]

THE BURNING OF CANADIAN PARLIAMENT.

FINDING OF COMMISSION OF ENQUIRY.

OTTAWA, May 17th.

The report of the Commission of Investigation into the burning of the Parliament Buildings finds that while there is a strong suspicion that it was the result of incendiarism, there is nothing in the evidence which justifies finding that the fire was maliciously caused.

THE REBELLION IN CHINA.

NO SIGNS OF ABATEMENT.

LONDON, May 18th.

In the House of Commons, Lord Robert Cecil said that the rebellion in China showed no signs of abatement. It was understood that the moratorium would not affect the Chinese Government obligations, and any measures necessary to safeguard British financial interests in China would be taken.

BRITISH AIRMEN DECORATED.

LONDON, May 17th.

The Military Cross has been awarded to two airmen in connection with Zeppelin raids. They are A. de Bath Brandon, who ascended to a height of 9,000 feet and bombed L15, and C. A. Ridley, for conspicuous gallantry and good work in raids.

CASEMENT COMMITTED FOR TRIAL.

LONDON, May 17th.

Both Sir Roger Casement and Bailey have been committed for trial.

The Magistrate asked Casement if he had anything to say before he was committed for trial. Casement replied in a low voice, "No."

Bailey also declined to say anything.

LORD HARDINGE'S NEW POST.

LONDON, May 17th.

The *Morning Post* understands that Lord Hardinge will succeed Sir Arthur Nicolson (Permanent Under-Secretary at the Foreign Office), who is retiring owing to ill-health.

LATER.

It is officially announced that Lord Hardinge has been appointed, temporarily, Permanent Under-Secretary at the Foreign Office. The Right Hon. Sir Arthur Nicolson is retiring on account of ill-health.

COTTON SPINNERS' DEMANDS.

WORKERS AGREE TO MEET EMPLOYERS.

LONDON, May 17th.

The Committee of Operative Cotton Spinners and Card-room Operatives at Manchester last evening agreed to meet the employers with reference to the demand for an increase of 10 per cent. in wages, with the object of arriving at a settlement before the end of the month. The spinners' Executive has decided that the notices tendered are inoperative at present.

MR. ASQUITH.

LONDON, May 18th.

In the House of Commons, Mr. Tennant said he expected that Mr. Asquith would return from Ireland at the end of the week.

LONDON, May 18th.

Mr. Asquith is being sworn in to-day on the Irish Privy Council. He thus becomes a member of the Irish Executive Council.

TEA TAXATION.

LONDON, May 18th.

In the House of Commons, Mr. McKenna said it was not proposed to impose a tax on foreign tea imported into the United Kingdom equal to the export tax on Indian tea. Whether a rebate could be given of the tax on tea grown within the Empire was a matter for debate.

HOME RULE.

LONDON, May 18th.

The suggestion that Home Rule should be taken up where it was left in 1914 is generally welcomed.

It is rumoured that Mr. Lloyd George is also working for a settlement.

[THROUGH REUTER'S AGENCY.]

INDIAN REPRESENTATION.

THE GOVERNMENT'S POLICY.

LONDON, May 18th.

Interviewed by a Reuter representative, Lord Islington said that it was the deliberate and steady policy of the British Government to associate Indians more and more with the Government of India, and any reasonable advance of qualified Indians in the services would meet with general assent and appreciation. The action of the Raj regarding indentured emigration and Indian representation at the Imperial Conference showed the effectiveness of Indian influence in administration. Indian influence in local self-Government was still wider, and official control would be relaxed with the rise of public spirit and morality.

MARCHAND OF FASHODA.

REPORT OF DEATH OFFICIALLY DENIED.

LONDON, May 17th.

Leading articles, containing long appreciations of General Marchand, appeared in the British Press.

Now the death is officially denied by Paris. Up to the present no explanation has been afforded for the mistaken announcement.

WHITE STAR'S HUGE PROFI

LONDON, May 17th.

The report of the White Star Line shows that there remains a profit of £1,963,285, after providing for the excess profit tax and other contingencies. Dividends of 65 per cent. have already been paid.

TEWKESBURY BYE-ELECTION.

LONDON, May 17th.

The result of the bye-election at Tewkesbury is as follows:—

HICKS-BEACH (Coalition)	7,127
BOOSEY (Anti-Government)	1,438
Coalition majority	5,689

THE RECENT SHIPPING STRIKE.

TERMS OF SETTLEMENT.

As announced in our cable columns on Monday, the China Coast shipping strike is over. A final conference between the China Coast Officers' Guild and the owners was held on the previous Saturday afternoon at the Merchant Service Club at which all differences were settled to the mutal satisfaction of both sides, and masters and officers were reporting on board their ships for duty the same night. Next morning the Marine Engineers' Guild of China met the owners for the first time and terms were concluded after a conference that lasted only about half an hour.

In the settlement between the owners and the two guilds there was a little give-and-take on both sides (says the *N.-C. Daily News*).

The Officers' Guild is recognized by the owners, but with a qualification, the owners having stipulated for a Board of Adjustment composed of an officer of the company or companies concerned, a member of the Guild, their secretaries, and H. M. Shipping Vice-Consul. Should the board fail to agree on matters put before it, such will be referred to an Arbitration Board composed of members from each side and a third (neutral) to be named by them.

The Guild demanded 25 per cent. increase of pay for masters and 15 per cent. for officers. They have agreed to accept 10 per cent. increase for masters and five per cent. increase for officers. In addition to this increase a bonus of 15 per cent. will be paid to masters and officers so long as the earnings of the companies warrant. This bonus is fixed for 1916, so that for the rest of this year, in any event, the men get the full increase asked for. Whether the bonus will be continued after December depends on circumstances.

On the question of the pension scheme and the retirement of officers on age and service, as this is a matter that involves a great outlay in future years it was agreed that the companies shall establish such a scheme within a reasonable time, the terms to be fixed by the Adjustment Board, or, if necessary, by the Arbitration Board.

The strikers demanded nine months' leave on half pay after five years' service. This was granted. They demanded first-class mail passages Home and out for masters on leave, and first-class intermediate was agreed to; officers to have second-class mail passage, as asked. Passage money in lieu of tickets is optional, so that officers may choose their own routes.

Men serving their country at the front will be reinstated by the companies with seniority rank for the time they have been absent. This demand was granted after a misunderstanding which had arisen through an ambiguously worded sentence, the owners at first thinking that the Guild was demanding full pay for the time men on war service were absent.

The demands of the Engineers' Guild, which were similar in the main to the demands of the Officers' Guild, were similarly settled.

Lester Palmer & Co.
The Oldest Distillery of the East
NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.
[38

THE BEST DRINK IN HOT WEATHER.
Large supplies have lately arrived from London.
OF ALL STOREKEEPERS.
MONTSERRAT
LIME JUICE
30-3

KEATINGS POWDER
IT SOMETIMES HAPPENS
Mother! Mother! Mother!
Sprinkle Keating's over me!
For I've been on a street car
And caught a hungry flea.
KILLS BUGS
& ALL INSECTS.
316-3

CHAPOTEAUT'S
MORRHUOL

Superior to Emulsions or Cod Liver oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies
Sold in bottles of 100 Capsules.
Sold by all Chemists.
3-96

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
CURES BLOOD DISEASES, SKIN DISEASES, ETC.
SOLD BY LEADING CHEMISTS.
FREE BOOK TO DR. LECLERC, 19, RUE JACOB, PARIS.
7 CURE
FOR 100%
THE MOST REMARKABLE REMEDY OF THE 20TH CENTURY
THERAPION
CURES THAT FRANK ASKED MORE. THERAPION IS ON SALE IN EVERY STATE AFFORDED TO ALL DESIRING PATIENTS
WE ON HAVING THERAPION
Jy4

WEATHER REPORT.

10

On the 18th, at 10 55 a.m.—No returns from Japanese stations.

Depressions lie over the Yangtse Valley and over S.W. China.

Pressure has increased slightly in all districts, except over Tongking, where it is stationary; and over Annam, where it has increased slightly.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong & Neighbourhood	S.E. or variable winds, moderate, squally; some rain.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamocks.	The same as No. 1
South coast of China between Hongkong and Haikan ...	The same as No. 1.

HONGKONG TIDE TABLE.

From 19th to 25th May, 1916.

Days of Week	Days of Month	HIGH WATER H'kong. Mean Time	Height	LOW WATER H'kong. Mean Time	Height
		h. m.	ft. in.	h. m.	ft. in.
Fri.	19	m 33	5 1	3 6	3 0
		11 10 a	4 3	5 15 a	0 1
Satur.	20	10 18	5 1	e 3 4	3 3
				o 9 a	0 0
Sun.	21	m 1 0	4 1	4 23	3 3
		m 11 8	7 8	7 7 a	0 3
Mon.	22	m 2 1	4 0	m 5 6	3 5
		0 9 a	7 3	8 9 a	0 7
Tues.	23	m 3 20	4 0	m 5 56	3 8
		4 24 a	6 6	9 14	1 1
Wed.	24	m 4 33	4 3	m 7 23	4 1
		2 56	6 0	10 17 a	1 5
Thurs.	25	m 5 31	4 7	m 10 18	3 9
		4 23 a	5 6	11 13 a	1 9

NOTHING IS MORE EMBARRASSING THAN EXTREME THINNESS.

It is the plump, well-developed man who "cuts the melons" and has the fun socially.

Scrawny, skinny people are seldom popular. We all admire fine figures. No dressmaker can hide a bony, skinny form.

You ought to test the one guaranteed reliable treatment which has "made good" for years in England, which has taken America by storm and which has been awarded a gold medal and diploma of honour at Brussels, Belgium.

Nothing in history has ever approached the marvellous success of this new treatment, which, according to report, has made more thin folks plump than all the "tonics" and ineffective medicines for fifty years.

There's a reason. Plump, well formed men and women assimilate what they eat. Thin, scrawny ones do not.

This new discovery aims to supply the one thing the thin folks lack, that is the power to assimilate food.

It renews the vigour, re-establishes the normal, all in nature's own way.

It is not a lash to jaded nerves, but a generous upbuilder.

A. S. WATSON & CO., LTD.,
VICTORIA DISPENSARY,
THE PHARMACY,
QUEEN'S DISPENSARY,
THE EDWARD DISPENSARY.

Don't worry, take SARGOL.

f76-3

NOTICE TO CONSIGNEES.

S.S. "ANDRE LEBON."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are landed and stored at their risk into the Hazardous and/or extra Hazardous Godowns of the Honkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Options (a go will be regarded as unless intimation is received from the Consignees before NOON, TO DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Steamer's be 23 d May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd May, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 22nd May, at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 16th May, 1916. f2

ON FLAGS.

SYMBOL AND SENTIMENT.

[Mr. Asquith announced last week that the Union Jack would be flown from all public buildings on Empire Day, May 24th, and that it was hoped the example would be followed. In view of this the following article by a correspondent to *The Times* is of peculiar interest.]

This is an age of flags. They wave alike from house-tops and button-holes; not only our own Union Jack but also the flags of our own Allies, and the blood must flow sluggishly indeed that they do not stir.

It is pleasant to notice at the changing of the Guard at Buckingham Palace that the civilian has acquired the habit, so full of grace and dignity, of saluting the colours as they pass with uncovered head. A flag is the symbol of so many things that we feel but cannot very well express. It appeals to many and varied emotions; not only to a common pride and patriotism, but also, very often, to a more individual and tenderer sentiment. Who is there that has not in youth been moved by the resplendent page of "the flags of all nations" that blooms at the beginning of every well-conducted atlas? To many the sight of an atlas summons up a whole scene: the cupboard in which the flags lived, where they were so inaccessibly tucked away as to lend a spice of romantic difficulty to the fetching of them. It brings back the feeling of the drawing-room with the rain beating relentlessly on the windows and the very scent of the paint-box, by which it was hoped to induce a measure of restfulness. To those at least who do not love geography that page seems ever afterwards an archway of bright colours, lighting in some degree the road to the sunless caves of learning beyond.

Apart from such memories, a flag produces an emotion which is all its own, and entirely different from that produced by its distant kinsman, a coat of arms. A coat of arms suggests some stately and solemn gateway. There are some who will always think of the "Bucks" at Cambridge—the Royal arms encircled in its border of blue and white over the gate of John's or the red and gold of Clare. Their feeling is a wholly distinct one; they should not be thus described in terms of common colours, but in the beautiful and consciously archaic language of heraldry. They are, like flags, full of ancient pride, but they are utterly tranquil and remote. A flag is a live thing, of moods, and takes on something of the varied and dramatic character of the wind. It droops almost sulkily around its pole; it floats with a dreamy majesty; it flutters out briskly and sharply. The noise that it makes as it tugs and tears at the rope is full of excitement. Moreover, we can, if we will, put something of our own feelings into it. A flag can be waved, though in this respect we scarcely avail ourselves to the full of its possibilities. We have even in the past raised our eyebrows at our American friends when they brandished thousands of little star-spangled banners and shouted their war cries. Not long ago, however, the entry of the King and Queen at a concert in the Albert Hall was greeted by every member of the audience simultaneously waving a flag and the effect was strangely moving.

As the flag is in its essence a live thing, so it is also a primitive one. The best flags are the simplest. In this respect we are fortunate in the flags of our Allies. France, Italy, and Belgium with their three bold stripes of colour, and Russia with its plain blue cross upon a white ground, make an admirably simple and direct appeal. Of the flags in the Atlas those which most profoundly stir our childish memories are probably the gorgeous and complex—Royal Standards full of the "pomp of heraldry." But while we love them still we can see with grown-up eyes that vivid splashes of colour, few, bold and big, and devoid of superfluous devices are the most inspiring. The others have something the look of coats of arms that have been converted. They are magnificent, but they are not quite flags. It is a good thing that flags should be un-elaborate in order that they may be easily recognized, and that no one may have an excuse for ignorance. Perhaps, also, it may not be too fanciful to suggest that the plainer the flag the better does it typify the fact that it belongs to all alike, gentle and simple.

CONTROL OF SOUTH OF SPAIN RAILWAY.

KRUPPS FORESTALLED.

The Spanish Press has published, in some cases with misleading comments, reports of the acquisition on behalf of the British Government of a controlling interest in the South of Spain Railway. The real facts are as follows:—

The British Embassy had reason to anticipate that this line, which traverses a district in which important mineral industries are in the hands of British companies, might fall into the hands of Messrs. Krupp and thus imperil these industries. The British Government accordingly authorised Sir Arthur Hardinge, our Ambassador to Spain, to acquire an option on this line, in his personal capacity, with a view to its eventual transfer to some Spanish, neutral, or British combination of capitalists. Negotiations are said to be still proceeding with the Andalusian Railway Company, whose system is contiguous, and with other foreign groups.

Of course, there is no foundation for the reports circulated by some newspapers that the interest taken in this line by the British Government has a strategic or political, as distinct from a purely commercial, aspect.

THE END IS NOT NEAR.

SPRING PROSPECTS OF THE WAR.

[BY LOVAT FRASER.]

The great blizzard has destroyed the grip of winter on this contry. The sap is rising in the trees and the daffodils are flowering. The officers of the General Staff working at the War Office have been ordered to procure breeches and gaiters. Other staff officers in England and over-seas are to blossom forth in new caps and badges of many colours, apparently as a tribute to the season. Spring is here and the war is waking up.

It has not been slumbering on the Verdun front, nor in Armenia, nor on the Tigris, these many weeks. The approach of the thaw in Russia sees great armies wrestling for new positions in the north and in Galicia. But everywhere there are new signs of fresh movements, and we are perhaps about to enter on the greatest struggles of the war.

We are so immersed in domestic differences that we sometimes seem to forget the actual aspects of the mighty conflict in which we are participating. It should therefore be profitable to examine briefly the prospects of the coming campaigns.

But in doing so it will be best to avoid the eternal question, "How long will the war last?" Sometimes wars, like Charles the Second, are "an unconscionable time a-dying." Early last winter I cherished a vague secret belief that the war might begin to end next July, and actually finish about the end of October. I do not think so now, for it is clearer than ever that unless Prussia is invaded and the Prussians are beaten to their knees, this war, in some form or other, will be always with us. We had better get on with the war, and not think too much about when it will end.

The battle of Verdun continues to rage intermittently, there seems little doubt about its issue. The Germans have done exactly what they were permitted to do, and no more. They have flattened a salient with the shrewd and far-seeing acquiescence of the French, but they have not won an inch of ground which the French were not willing to yield in pursuance of their definite policy. The enemy have organised against the Verdun front the most formidable attack yet witnessed in the war, and they have utterly failed to achieve their purpose. They thus begin the spring with a deep consciousness of discomfiture, which has spread to their civil population.

We are entitled now to draw from Verdun a further proof that the western front is probably impregnable, at any rate for the present. The lesson is one which *may be found to cut both ways*, until the German numbers are very much diminished. More than that it would be unsafe to say, although a shrewd commentator has pointed out that the western front is tending to develop a series of rather ragged salients. The conviction remains as strong as ever that, whatever may happen in other theatres, *the war on land will be decided in the West.* Wherever the Germans may go in their feverish search for a decision, always they must return to the calm and solid array of troops confronting them in France and Flanders.

After Verdun the next prominent factor in the situation is the internal condition of Germany. Personally, I have never been much impressed by the stress laid upon Germany's weakening financial position. She is contracting huge liabilities among her misguided people which she will probably be unable to meet, and will perhaps eventually be compelled to repudiate; but shortage of cash is not likely to affect her attitude for a very long time to come. The shortage of certain kinds of food, as well as of certain materials needed for her staple industries, is of more immediate importance, and its effect grows steadily less obscure. One who knows more about Germany's internal condition than most people said to me: "If we could only take the lid off Germany the world would be astonished."

Yet we must not count too much upon Germany's desperate straits. The Hohenzollerns and the military caste have staked their all upon the war. Their back is to the wall, and they know it. When they admit total failure, as they must in the end, the scales should fall from the eyes of the German people; but that time is a long way off. The Emperor and the Great General Staff are still masters of the situation, and are likely to remain so. Assuredly they still have the bulk of the people with them. Remember that this race of cunning barbarians has been preparing for forty years to seek the mastery of the world. If they have to eat the soles off their boots, they will not yield at the end of twenty months.

Having once more thrust vainly in the West, the German military authorities apparently propose to strike again at Russia. Report credits them with contemplating a move against Riga and Petrograd, and this time report is probably correct. They will have to operate in very difficult country, especially if they reach the region of the Pskov lakes, and they will attack under very different conditions from those obtaining when von Mackensen began his march across Galicia last May. Two unfavourable factors should affect them. The first is the recuperation of Russia, who has recovered her balance and has new, well-equipped, and well-munitioned armies in the field. Russia will not again be caught unaware, as she was last spring. Already she has begun a preliminary activity, and is endeavouring with considerable success to regain control of the important railway line from Vilna to Dvinsk. She is also pressing the Austrians in Eastern Galicia, and is preparing to wage a campaign on her southern front which will be largely independent of the struggle in the northern area.

The second factor is that if Germany strikes at Russia this summer she will doubtless have to look to herself in the West also. The Council of the Allies assuredly did not meet in Paris to talk

(*Continued on next Column.*)

THE BRITISH DETERMINED.

GERMAN NAVAL EXPERT WARNS HIS COUNTRYMEN.

In an article appearing in the *Berliner Tageblatt* on the "War of Starvation" Captain Persius comes to the conclusion that Germany has little cause to fear that she can be forced to conclude peace as the result of famine.

On the other hand, he warns his fellow-countrymen against basing too great hopes on a shortage of British tonnage. "We had better not underestimate in the future," he says, "the elasticity and determination of the British. Past events prove that the British gift of organisation, in spite of its slowness, reaches its goal all the same, that they have profited by their errors, that a firm determination to master all difficulties exists and is daily making itself more felt, and that we have to do with an enemy of whose capabilities it would be wrong and highly detrimental to us to judge contemptuously. We must be prepared for an improvement of the conditions of tonnage in England."

* * * * *

All other theatres of the war are subsidiary to these two great fronts. We do not know, nor would it perhaps be prudent to speculate about, the intentions of the Allies regarding the powerful army of French, British, and Serbians concentrated at and within reach of Salonica. However much opinions may differ about the occupation of Salonica, it must be admitted that it has served one profoundly useful purpose. It has steadied the military position in the Balkans. Whether it may grow into a more active design is quite another matter. The northward routes into the Balkans are not favourable to modern armies, for the difficulties of transport are enormous. Half a million men would be needed, with large additional reserves. Salonica will probably wait upon events elsewhere.

Egypt has passed out of the picture for the time being. Our defences beyond the Suez Canal are now elaborate and have reached the point to which they should have been brought a year ago. The Turks are evidently war-weary, but while Enver Pasha lives and remains obedient to his German masters we should not pay much heed to the rumours of Turkish overtures for peace. The same considerations apply to Bulgaria.

The Grand Duke Nicholas continues to work wonders beyond Erzerum, but we must not expect to see him marching on Constantinople. His resources are governed by Russia's needs in Europe and his hardy and valiant troops are mostly second-line. He has to a great extent settled the Persian trouble for us and for that we owe him our gratitude. The Mesopotamian campaign has small relation to the larger military issues. We shall have to settle accounts about it in due season, and we should all like to see General Townshend rescued speedily, but his beleaguered force can not affect the decisive areas one way or the other. The swing of the pendulum is just now making the European issues paramount, and Asia recedes into the background. One notices that the German papers have ceased to grow ecstatic about the Stamboul Express.

* * * * *

No examination of the military outlook can omit some reference to the possibility of the invasion of these islands, about which much has recently been said and written. The attempt will probably be made before the war ends, but unless the Government and the military authorities grow heedless or make mistakes of judgment, we can now regard the possibility with reasonable calmness. In plain words, the Germans have probably missed their chance, as they have missed so many chances. The nearer we approach the end of the war the more vigilant we ought to be about invasion. It will come, if it comes at all now, as a desperate gambler's throw, and not as a deliberate and well-conceived military operation. These desperate throws sometimes succeed, and there can be no more silly attitude than to leave invasion out of our reckoning. We ought to be prepared to meet it any day and any night, and *never more than now.* But it ought to fail, and judging by present indications it will fail, should it ever come.

The best opinion is again less hopeful that the Germans will try their luck at sea in the near future. The chances probably turn upon the internal condition of Germany and upon the attitude of the civil population, which is still comparatively docile. The Germans will want to use part of their Fleet to co-operate in the Baltic with the new land attack on Russia, and meanwhile they will perhaps prefer to take no great risks in the North Sea. Should the High Sea Fleet come to give battle we shall know that the end is near. Germany will have reached the end of her tether. But I do not in the least think that the end is near.

I have tried to explain the outlook as it appears to a layman with some opportunities of special knowledge. The conclusion may be summed up in a sentence. The ultimate victory of the Allies seems more certain and inevitable than it was a year ago, but *there is not one sure or safe sign that the war is anywhere near a close.*—*Daily Mail.*

SCOTS' MARRIAGES.

A BILL TO RECTIFY SOME EXISTING ANOMALIES.

Marriage in Scotland has always been popularly regarded elsewhere as of the "go as you please" variety. To English minds, accustomed to English custom and ritual, a Scotch "irregular" marriage is no marriage at all. For in the bonnie land of cakes you can marry when and how you will. You can marry in haste and put the matter right at leisure. You can agree to marry and disagree afterwards about calling it a marriage.

Mr. McKinnon Wood's Bill dealing with Scots' marriages, which passed its second reading in the House recently, seeks to rectify some of the existing anomalies.

Mr. Pringle, who is also keenly interested in the Bill, and has expert knowledge of Scotch law affecting marriage, simplified the leading provisions to a *Pall Mall Gazette* representative in the lobby.

"There are two classes of marriage in Scotland," he said, "the 'regular' marriage celebrated by a clergyman after a statutory notice has been given, and the 'irregular' marriage, which is simply a matter of consent—that is, two people mutually agree to marry, and can do so by expressing their agreement before witnesses in a private house or elsewhere.

"In case of an 'irregular' marriage, it is possible to apply to the Sheriff afterwards for a warrant to register the marriage. This is obtained by swearing before the Registrar that the marriage has taken place, whereupon he grants the warrant.

"The warrant should then be taken to the Registrar to have the wedding registered. But in many cases this has not been carried out, and then there exists no legal evidence of the wedding.

"To overcome this difficulty the Bill provides that a schedule of particulars should be filled up, when the application for the warrant is made, and that the registration shall follow automatically."

Another feature of the Bill meets the present emergencies of our soldiers and sailors desirous of marrying "regularly" immediately before going to the front, or during a short furlough.

"Under the present law," said Mr. Pringle, "there must be seven clear days' notice given to the Registrar. But under the Bill it is provided that only one day's notice is necessary."

NERVE INJURIES IN THE WAR.

MEDICAL DISCUSSION IN PARIS.

The present war has been productive of many nervous affections, both organic and functional. The Société de Neurologie has just concluded a session in Paris (says *The Times* correspondent) which was attended by representatives from all the military centres for neurological work in France. The British War Office sent Colonel Aldren Turner, and Colonels Gordon Holmes and Percy Sargent represented the neurological centre in Boulogne. Dr. Head was present on behalf of the National Health Commissioners. The Italian Government also sent a representative.

The whole session was devoted to a series of the discussions each of which ended in the formulation of a number of practical conclusions. M. Pierre Marie spoke of the difficulty in determining what course to pursue in regard to soldiers who had been wounded in the head but had suffered no grave injury of the brain. Many speakers pointed out that these men were "unstable" and might become a source of weakness at the front. Their memory was often weakened, especially for orders. They were liable to develop headache and become sleepless, also easily tired. The conclusion was that these men should be watched on duty for three months at least before returning to the firing-line.

M. Pabinski showed some remarkable cases where a purely functional paralysis had led to changes in the tissues of the affected limb which could not be removed by suggestion. He earnestly implored that these patients should be sent in an early stage to the nearest neurological centre in order to give them a chance of being cured.

M. Vincent described from personal experience at the front the nervous conditions arising from the discharge of large quantities of high explosives as in the missile of a mine thrower and on the springing of a mine.

All the questions discussed bore a direct relation to the war, and the debates were of lively character, especially when the meeting came to draw up its formal conclusions. Many members returned to their posts at the front on the close of the last sitting. Their presence brought a wonderful air of freshness and actuality into the discussions.

A CURE THAT CURES.

There are men and women in every locality who are being racked to death with Rheumatism. Many of them have tried electricity, liniments, Turkish and mineral baths, massage, etc., while others have been doctored until they have lost all hope and patience. LITTLE'S ORIENTAL BALM has, by its thousands of successful cures, demonstrated its superiority over any known treatment for the cure of Rheumatism. Through it sufferers have abandoned their crutches, others have been cured after years of suffering. We have yet to learn of a single instance where LITTLE'S ORIENTAL BALM has not cured when given a fair trial.

Mr. H. E. Wood, Whitcross St., Hereford, writes: "For the past 5 years I have been laid up totally lame from Rheumatism, and suffered the most excruciating pain; all medical aid was unavailing. Two bottles of LITTLE'S ORIENTAL BALM cured me completely."

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GERMAN DISCONTENT.

TROUBLE IN THE TRENCHES.

Evidence, some of it of a first-class sort, continues to accumulate here, says Mr. C. E. Tripp, writing from Amsterdam, pointing to the fact that a period of extreme distress, disorganisation, corruption and depression is already setting in throughout people and army in Germany and in the fighting lines.

I have just been fortunate enough to obtain first hand information from a German soldier who had come to Holland on special leave.

He was really a decent sort of fellow, and it was plain that his experiences had completely worn him down physically, while he was in such a condition of nervous exhaustion that he had become hyper-sensitive, and frequently in the course of conversation broke down and cried.

He declared openly that on reaching Holland the sight of a land at peace, with enough and to spare of food gave him "transports of joy." Looking back on his months of horror in the trenches he had not the nerve or resolution to face it again; and he openly declared that but for the disgrace and ruin which such action would bring on his father, he would not hesitate to desert and never return to Germany. But his respect for his father has won, and he is already on his way back.

He admitted that so far as he had seen there was nothing but great depression and sickening misery in the German trenches. The moral of the rank and file, he said, is now deplorable. They do not know why they are fighting, and one and all heartily wish it was over in any way. "For myself," he said, speaking excellent English, "I much regret that I am fighting against the English, whom I know well, and whom I like well."

FOOD FOR THE ARMY BAD.

When it was pointed out to him that his view of German feeling was scarcely that reflected in the German newspapers, he replied, with some bitterness: "I know that, but the newspapers are of course carefully censored. And, moreover, neither those who conduct the newspapers nor the Government nor the members of the Reichstag have ever been near a fight.

"Let them go to the front for a few months, and they will look at things as they are, and will not present them as they want the rest of the world, and the German people, to believe that they are.

"The food is very bad even in the army. I believe that the Government tries to obtain the best food for the men, but from various causes the best seldom reaches the men. We are getting short of everything."

This young German was in the great fight at Loos. "We had scarcely any reserves at that point," he said, "and the English probably knew it. But after the preliminary bombardment there was rather a longer interval than we expected, and we were able to creep back to the ruins of the front trenches. Then, when the English attacked we were able to their great surprise to give them a warm reception from trenches they supposed were empty. That is partly why their losses were so heavy."

On the subject of the widespread corruption which is going on in the fighting armies, he declared that things have come to such a pitch, and the losses everywhere are so heavy, that the one idea in the minds of the soldiers and officers is to get out of it at any cost. Large sums of money are being paid as bribes to doctors and officers who have power to send men back from the front. Many men who have means are adopting this course in order to get out of the trenches. Those who are left at the front know what is going on, and their discontent is increased.

ROUMANIA.

ATTITUDE TO THE WAR.

Amongst Roumanian personages who have arrived in Rome from Athens are a colonel and two magistrates, and they have supplied the following information on the situation in Roumania. Several Roumanian politicians and officers were recently sent on a visit to Germany, Austria, and Russia, in order to obtain information as to the military, economic, and political conditions in those countries.

These gentlemen returned to Bucharest, and were received one after the other by the King and M. Bratiano. Naturally, as they belonged to opposing parties, their reports had to be accepted with a certain reserve. Nevertheless, after examining the different statements, the Government and the King were able to obtain a sufficiently exact idea of the situation in the belligerent countries, and particularly in Austria and Russia. The results of these inquiries will enable Roumania to come to a decision in regard to the European war.

My informants were absolutely convinced that Roumania would never join the Central Empires, because Austria is cordially and profoundly hated throughout the whole of Roumania. She might remain neutral, but she would never take up arms in favour of Austria against Russia. They did not believe, however, that Roumania would—remain neutral until the end of the war; she would intervene at the moment when she was certain that her action would really be decisive in obtaining the victory for the *Entente*. It was untrue that Roumania had already decided to intervene in the spring. The season did not matter. If the opportunity had presented itself Roumania would have intervened even in the winter, because her whole army was equipped for a winter campaign.

My informants (adds the *Daily Telegraph's* Rome correspondent) asserted that the opinion is held in Bucharest that the operations on the great European fronts will not produce any decisive results without an energetic action by the Allies in the Balkans. One great Balkan victory would more easily decide Roumania's intervention than a great Russian victory in Galicia.

As to Roumania's relations with the belligerents, it may be said that they are very cordial with England, France, and Italy; excellent with Russia; normal with Germany and Turkey; and cold with Austria and Bulgaria.

FRANCE AND THE ALLIES.

THE COMMON TASK.

The following are extracts from an article which has attracted much attention in France and abroad. It was contributed to a recent number of *Le Journal* by Senator Charles Humbert, and is obviously intended, the *Times* says, to lay before the Allies of France a statement of the magnitude of her effort with the object of inspiring them to emulate her:—

FRANCE HAS BEEN WORKING FOR ALL; LET ALL WORK FOR HER.

It is not without some concern that public opinion learns that part of the 1888 Class is shortly to be mobilized. No doubt the military authorities are anxious to lighten the burden as far as possible. Fathers of families are at present exempt; moreover, we are told that the men called now will be employed, first of all, to replace the military clerks and workmen now employed behind the lines who are fit for service in the field; and, secondly, to supply unskilled labour to the factories and other services in the interior.

But such qualification cannot alter the bare facts. Whatever the sort of work these men will have to do after they are mobilized, they are taken from their homes and from their business. At the same time, new calls for the auxiliary services are under consideration, and skilled workmen belonging to the 1916 and 1917 classes, who had hitherto been left in the shops, are warned that they will have to leave them before June 1. It is expressly stated that they shall not be replaced in those shops by men in the older classes.

Hence, in spite of the apparent moderation of the measures that have been taken, in spite of circumlocution in the announcement, our reserves of men are being steadily depleted.

There is no reason why the second part of the 1888 Class should not be soon called to the colours to take the place of the men who are now being called up and who it will then be necessary to send to the depots. It will then naturally follow that skilled men of the 1915, 1914, etc., classes should be sent back from the shops to the army; the 1887 Class and the men of the auxiliary services belonging to Classes 1890 and 1889 will be in their turn called up with equally reassuring phrases. So it will go on. With this system all Frenchmen, whatever their age, will, one after the other, become mobilized.

Doubless, if the safety of the nation imperiously demands so supreme an effort, no man in the country will have a word to say against it, and I should be the first to ask for it. But as we are surrounded by Allies, ready to make sacrifices that will rival our own, why should we continue, almost alone, to meet obligations of which we have hitherto borne the main burden?

THE BARRIER AGAINST GERMANY.

It is France who, in spite of her inferior preparations, was the first to oppose to the German onslaught a force sufficiently well organized to check German power; it was her magnificent resistance which brought to naught the ambitious plan of German conquest; it is her troops who, for 20 months, have held up, immobilized, and paralysed the greatest number and the best troops of an adversary whose resources in men are nearly double her own. Thanks to this magnificent effort, her Allies have been able to organize, create, or reconstitute their armies, and to supply them with an equipment suitable for modern warfare. Even in this task France has played an equally exceptional part. It is she who was the first, thanks to pressure from Parliamentary Committees and public opinion, to mobilize her industries for war. In the region of finance, it is still France who, with Great Britain, sustains with her wealth the credit of the Allies.

She has accomplished fully, and more than fully, her share in the common task. Has not the moment come to take this into account? It is in the interests of all, in order to allow others in their turn to play their part, that she has gone ahead of her comrades on the path of sacrifice. Must she then gather her last resources, must she strain her energies for a supreme effort, now that, thanks to her vigour, such invaluable assistance is available to relieve her of part of her burden?

What other country has, like ours, so strained its resources of able-bodied men, subjecting the unfit to such frequent medical tests? Where is the country that has called to the Colours the 1888 and 1917 Class, men almost old and children? Where is the country which has so severely drawn upon a population already too small in numbers?

COSTLY INEFFECTIVES.

Far from asking more from the wonderful people which has given everything without complaint, efforts should tend to returning to the nation all those who have been rendered useless to the Army, the wounded, the sick, the semi-infirm, who wait indefinitely in the barracks, in ambulance units, and in hospitals, involving heavy sacrifices to the State. Given back to the nation, these ineffectives, who are only a costly incumbrance in military work, would become the agents of an economic renaissance. Will the military authorities, will the Government, never understand that behind the combatant forces there must be the nation that works, produces, manufactures arms, provides food, pays the taxes, and subscribes to the loans? Is all this possible if there remain at home none of those who in normal times carry on the activities and contribute to the prosperity of the nation?

Already far-sighted people are thinking as much of what will happen after the war as the war itself. What will be the situation in France if she suspends her economic life, consumes her last resources, and uses up on the field of battle her last reserves of men?

We shall need men to make good the gaps in our armies, to keep our arsenals running, and to carry on agriculture, commerce, and industry. We shall need men to carry on the struggle in the factory, in the field, in the counting-house, and in the workshop. But, above all, we need them in order that France

(*Continued on next Column.*)

GERMAN ATTITUDE TO HOLLAND.

STRIKING COMMENTS BY EX-WAR MINISTER.

Does Germany, anxious about the protection of her flank, desire a strengthening of Dutch defence forces towards the west this spring? And is some such cause responsible for the decision to hold a Committee-General of the Second Chamber? Is Parliament to be asked to consider the calling up of other levies to the colours in this connection? These questions seem to be suggested by an article contributed to the *Stemmen des Tijds* by the ex-War Minister, Mr. Colijn, in the course of which he writes:

"I do not approve of the British contraband policy, for it cannot be carried out without violating the rights of neutrals, but I can understand the fact that Britain uses the weapon of predominance at sea, and I can put up without too much trouble with the vexations thereby inflicted upon us, especially as the British Government has really zealously endeavoured to keep account of our interests so far as this was reconcilable with the system now adopted. The continuance of this comparatively considerate action is however, not guaranteed. . . . And that danger is greatest for Holland because we stand alone. Leaving out of account the first three months of war, the danger for us has rather increased than declined.

"That applies also in the military realm. The war has come to a deadlock on all fronts. There is no hole through which a passage can be found, except—but Holland and Denmark are neutral! I do not imagine for a single moment that Britain intends to land its new armies on the Dutch coast. We have Britain's assurance, expressed by Mr. Asquith in the House of Commons, that it will respect our neutrality, and we trust in that word. But the question is, What is thought thereof in Germany? If our eastern neighbours are getting seriously afraid of such a contingency, how will that influence Germany's attitude towards us? We must presume that the Germans are completely posted as to our means of defence. Now if they considered it inadequate and were afraid of a British attack by way of the Netherlands, would it be so very strange if we were approached from that side with proposals that we could not enter into, because we should then be abandoning our neutrality towards the Allies?

"I know that if a landing were attempted, we should be perfectly able to check it, but it is not the question what we think, but what the Germans think. There is, therefore, an increasing chance of a conflict on either side. But with this difference, that in regard to Britain we can only adopt an expectant attitude, and hope we shall be allowed the right to preserve our strict neutrality, whilst in regard to Germany we can in addition do something definite. We can, namely, by constantly strengthening our forces, convey the impression not only of our desire, but also of our power to deal with any menace to Germany's uncovered flank.

"We are, therefore, obliged to make a stand towards the west, even if to our mind this be unnecessary; and if we do so towards the west, our neutrality should prompt us to adopt a similar policy towards the east and south."

Mr. Colijn concludes by saying the "race in injustice" is increasing daily. He refers on the one hand to the various measures taken by the British that have caused such irritation, and says that "strenuous efforts are being made to sweep the oceans clear of Dutch ships." The sharper grows the struggle, the more are we driven into a corner. Only when we have done everything in our power in a military sense to keep us out of the war, can we calmly say: "The fate of the Nations is in God's hand."

THE DUTCH DEFENCES.

The London representative of one of the leading Dutch dailies assured me (writes a correspondent) there was no question of trouble between Holland and England. "There is no reason, for it," said he. "But even if there were a reason, what would be the use of it? We knew full well that if we fall out we should within a week lose our rich East Indian colonies, and Holland has, with the exception of Great Britain, the most valuable overseas Empire of any country in the world."

This journalist further told me that the Germans, in the event of war, would possibly overrun the northern province of Groningen, Dreuthe, and parts of the Gelderland, but they would encounter strong opposition when they came to the Grebbe line, which is the outermost semi-circle of defence of the water line in the Utrecht line, and the Amsterdam line the innermost of all. All the countries lying west of the Utrecht line can be flooded, but the Grebbe line traverses the higher land towards the German frontier, and cannot be under water.

Holland has some good ammunition works at Zaandam and also artillery works at Delft and in the north at Helder, which is the Dutch Portsmouth and the base of the fleet. The Dutch Army, being about 350,000 men, has been mobilised since August, 1914, and under the command of General Sanijders, who has had practical military experience in the Dutch Indies, and enjoys a very high reputation as a strategist. Troops are heavily massed along the Belgian frontier from South Flanders across the Brabant and Lemberg frontiers to Maestricht.

may live, and that she may still have the capacity to develop the strength, the faith, and the energy which animate the whole Coalition grouped around her. It is for our Allies to-day, and no longer for ourselves alone, to ask themselves this question. France has worked for all. Let all to-day work with her and for her.

AMERICA AND BRITAIN.

AN ALLIANCE ADVOCATED.

In view of the unprecedented horrors and destructions of the present war, writes Dr. Charles W. Eliot, President Emeritus of Harvard University, it is undoubtedly the interest of the Americas to protect themselves at all costs from invasion by Germany, supported by any possible allies, even if the risk be very small and the price of the insurance high. The promptest, surest, and most advantageous methods of accomplishing that result is entrance by the United States into a permanent offensive and defensive alliance with Great Britain and France to maintain the freedom of the seas for these allies under all circumstances, and to oppose attack by sea on any one of them. To this new alliance, other nations, present belligerent or present neutral, might be welcomed, but they would not be necessary to its success. Germany, Austria-Hungary, and Turkey would not be admissible, because they so easily absolve themselves from keeping their word.

In favour of this alliance the following considerations are pertinent: (1) War between the United States and either Great Britain or France need no longer be thought of as possible. (2) These three nations are of one mind as regard religious toleration, the value of force and stable political institutions and the physical and spiritual elements of true national greatness. (3) The interests of the United States, Great Britain and France are identical in respect to the freedom of the seas which would secure free exchange of commodities to all nations in times of peace and to the three allied nations in times of war. (4) The insurance against invasion which this alliance would provide for the United States would be adequate, for there is no sea power which could carry an army of even 100,000 men across either the Atlantic or the Pacific if opposed by the combined navies of Great Britain, France and the United States. (5) The alliance would be effective not only for its immediate objects but for the discouragement of war making throughout the world. It would possess abundant and well-distributed ports, naval stations, dockyards, mines of coal and ores, oil wells, munition factories, food and clothing supplies, and high industrial and financial capacity, although it would be strengthened in important respects by the accession of Brazil, Argentina, and Chile. (6) Such an alliance would be able to give some support, though not security, to the European maritime nations which are exposed to land attacks by Germany and Austria-Hungary, namely, France, Belgium, Holland, Denmark, Sweden, Norway, and Greece, and thereby to make attack on them less attractive, or more costly, and therefore less probable. (7) It would probably reduce the progressive increase of the heavy burden Great Britain now carries alone in order to keep control of the seas in time of war, and the co-operation of the American Navy would make this reduction safe. (8) It would dispose of all doubts and questions about the execution of the Monroe Doctrine. (9) It would notify Germany that the kind of domination over the world to which she aspires is henceforth impossible for her or for any feasibly combination of military Powers headed by her. This notification might possibly hasten the close of the present war.

CONDITIONS IN GERMANY.

A CHANGED BERLIN.

A Dane in the leather and fancy goods trade has just given in the Copenhagen Press some interesting impressions on his return from a visit to the Leipzig fair.

There were only 2,700 exhibitors this year as against 4,200 in 1914. Some goods it was almost impossible to buy—combs, for instance. Articles like celluloid have increased about 100 per cent. in price. The sale of metal goods abroad is prohibited, or can only be exported in microscopic quantities.

One has to go short at mealtime. For breakfast there is a cup of coffee without cream or milk and a roll without butter. Tuesdays and Fridays are meatless days by Government decree. Thursdays and Saturdays are fatless days. Pork is 3 marks a pound, liver 2.20 marks, veal 3½ marks. Cards entitling to a quarter-pound of butter a week are distributed to the poorer people. But to get the butter even with the card in their hands these people have to wait at the depot from four to five hours, and often all the butter is gone before the tail of the queue is reached. No margarine is to be had, and fat is more expensive than butter.

"Things are very different to when I was in Berlin a year ago," this Danish witness goes on to say. "Now the people don't mention the war unless a direct question is put to them. Even when they start talking there is only one thing in everybody's mind: that is 'peace,' and again 'peace.' They don't doubt about victory, because they are never told of anything but victories. But they are willing to abate their demands on the enemies of the Fatherland if only they can get peace.

"The German women are doing nearly all the civic work that was formerly performed by men. They are even acting as navvies, doing the excavating work for the new underground railway of Berlin."

This Danish witness' evidence does not stand alone as to the position of the common folk of Germany. But there is testimony available to show that even the Prussian military caste is at last becoming appalled by the tremendous forces which the allied nations are now bringing into line.

VON PAPEN'S SECRET SERVICE IN HOLLAND.

The recent crisis has turned Dutch attention to the enormous increase of the German secret service in this country (says the *Daily Chronicle's* special correspondent at Amsterdam).

This service is amazingly widespread and thorough. I am able to state definitely that the notorious von Papen, after a sojourn in Berlin following his expulsion from America, is now doing similiar work in Holland, though more discreetly than in America.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIPANAS ...	JAVA & SAIGON	in port	24th May.	BATAVIA
* TJILIWONG..	JAVA & MAKASSAR	in port	19th May.	BATAVIA

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia."

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 1574.
Hongkong, 19th May, 1916. [8

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Next Sailings for SAN FRANCISCO via NAGASAKI.

Subject to Change Without Notice.

S.S. "TJISONDARI" ... ... 11th June.
S.S. "KARIMOEN" ... ... 12th July.
S.S. "TJIKEMBANG" ... ... 11th August.
S.S. "ARAKAN" ... ... 11th September.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN,
MANAGING AGENTS.

York Building,
Hongkong, 15th May, 1916. [9

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FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI AND HONOLULU,

JUNE 23 - AUG. 29 - NOV. 4.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street.

Hongkong, 28th April, 1916. [628

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Pumps Empty Dock in 2-3/4 hours.

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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION
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CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 19th April, 1916. [73

SHIPPING

ARRIVALS.

HELIOS, Norwegian str., O. Ommundsen, 17th May—Bangkok 9th May, Rice.—Order.

KENKON MARU, Japanese str., 1,983, Sazaki, 17th May—New York 15th April, Case Oil and General.—Shewan, Tomes & Co.

KWANGTAH, Chinese str., 1,536, C. Stewart, 17th May—Shanghai 13th May, General.—Order.

MORESBY, British 1,338, Wilson, 19th May—Saigon 11th May, Rice.—Order.

NANKIN, British str., 4,250, G. Manley, 18th May—Shanghai 15th May, General.—P. & O. S.N. Co.

PELEUS, British 4,800, H. Nicholas, 17th May—Liverpool 19th March, General.—Butterfield & Swire.

PRODUCE, Norwegian str., 743, E. Winsnes, 18th May—Bangkok 11th May, Rice.—Order.

SHANGTUNG, British str., 1,560, J. Meathrel, 17th May—Shanghai 14th May, General.—Butterfield & Swire.

SUYEHIRO MARU, Japanese str., Aoi, 18th May—Keelung 15th May, Coal.—Order.

TONGHONG, British str., 1,314, Prynn, 18th May—Saigon 14th May, General.—Order.

VARG, Norwegian str., 873, J. Jobsen, 18th May—Saigon 13th May, Rice.—Thoresen & Co.

WOSANG, British str., 1,124, J. H. Smith, 18th May—Shanghai 13th May, General.—Jardine, Matheson & Co.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.
May 18th.

ARTEMIS, Norwegian str., for Shanghai.
CHIYUEN, Chinese str., for Shanghai.
DAINICHI MARU, Jap. str., for Hongay.
HALVARD, Norwegian str., for Banko.
TAIHO MARU, Jap. str., for Dairen.

DEPARTURES.

May 18th.

BUZEN MARU, Jap. str., for Wakamatsu.
ECHUNCA, British str., for Vladivostock.
FOOKSANG, British str., for Shanghai.
HAICHING, British str., for Saigon.
JINJU MARU, Jap. str., for Chingwantao.
KAIFONG, British str., for Hoihow.
KAYORI MARU, Jap. str., for Yokohama.
SHANTUNG, British str., for Canton.
TAIHEI MARU, Jap. str., for Chefoo.
TJITAROEM, Dutch str., for Shanghai.
WOSANG, British str., for Canton.
YINGCHOW, British str., for Canton.

PASSENGERS.

ARRIVED.

Per *Kwangtah*, from Shanghai, for Hongkong, Mrs. F. McGarety, Mrs. B. Legge, Mr. E. B. Clarke, and Rev. Livegued.

VESSELS EXPECTED.

AMERICAN MAILS.

The str. *Shinyo Maru*, which left San Francisco on 22nd April, is expected to arrive at this port *vid* Honolulu, Japan ports, and Shanghai to-day, a.m.

The s.s. *China*, of the China Mail Steamship Company, arrived at San Francisco on the 16th instant.

CANADIAN MAILS.

The str. *Empress of Asia* left Vancouver yesterday, and is due to arrive here on Wednesday the 7th June.

The str. *Empress of Japan* arrived at Yokohama yesterday, p.m., and left Yokohama at midnight.

ROYAL MAIL S. P. CO.

Carmarthenshire, from England, is due in Hongkong end of May.

LATEST STEAMER MOVEMENTS.

The str. *Louther Castle* is expected here from New York on 26th instant.

The str. *Shirala* from Calcutta left Singapore on the 16th instant, and may be expected here on or about the 24th instant.

The P. & O. str. *Nyanza*, bringing passengers ex s.s. *Khyber* from London, Marseilles and Egypt, is expected to arrive at Hongkong on or about the 28th instant.

S.S. "CACIQUE"

(American Registry).

MESSRS. W. R. GRACE & Co.'s fine new American Steamer "CACIQUE" will be despatched for SAN FRANCISCO from Hongkong on or about May 20th, 1916.

For full information regarding freight bookings and rates apply to—

CHINA MAIL S.S. Co., LTD.,
Agents.

Hongkong, 2nd May, 1916. [651

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA AND LONDON

THE Steamship

"GLENIFFER,"

Captain J. McGregor, will be despatched for the above port on MONDAY, 22nd May, 1916.

For freight, passage and further information, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 8th May, 1916. [404

AMERICAN AND MANCHURIAN LINE.

FOR NEW YORK VIA PANAMA CANAL With liberty to proceed via any other route.

THE Steamship

"BLOEMFONTEIN,"

Captain W. H. Dormand, will be despatched for the above port on MONDAY, the 29th May, 1916.

For freight and other information apply to

THE BANK LINE, LTD.,
General Agents.

Hongkong, 16th May, 1916. 705

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k.," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	YOU FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	To-day, at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	KAGA MARU	Jap. str.	—	Tozawa	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H.R. Hetherington R.N.R.	P. & O. S. N. Co.	On 2nd June, at Noon.
LONDON	CITY OF LINCOLN	Brit. str.	—		THE BANK LINE, LIMITED	On 4th June.
NEW YORK VIA PANAMA CANAL	BLOEMFONTEIN	Brit. str.	—	H. W. Dormand	THE BANK LINE LTD.	On 29th inst.
GENOA & LONDON	GLENIFFER	Brit. str.	—	J. McGregor	SHEWAN, TOMES & Co.	On 22nd inst.
MARSEILLES VIA PORTS	PORTOS	Fren. str.	—		MESSAGERIES MARITIMES	On 22nd inst.
DELAGOA BAY, DURBAN, EAST LONDON, & MAURITIUS, & SOUTH AFRICAN PORTS	SURAT	Brit. str.	—	R. White	THE BANK LINE, LIMITED	On 2nd June.
VICTORIA & TACOMA VIA MANILA, &c.	JESSRIC	Brit. str.	—	T. Suruga	THE BANK LINE, LIMITED	About 5th June.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	CANADA MARU	Jap. str.	—	Shinobe	OSAKA SHOSEN KAISHA	On 26th inst., at 3 P.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	YOKOHAMA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 7th June, at 4 P.M.
SAN FRANCISCO	KIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 11th July at Noon.
SAN FRANCISCO	CACIQUE	Am. str.	—		CHINA MAIL S.S. CO., LTD.	About 20th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	FLORIDIAN	Am. str.	—		DODWELL & CO., LTD.	About 30th inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	SHINYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 31st inst., at Noon.
SAN FARNCISCO VIA NAGASAKI	DAIREN MARU	Jap. str.	—		TOYO KISEN KAISHA	On 3rd June, at Noon.
SAN FARNCISCO VIA S'HAY, NAGASAKI & HONOLULU	TJISONDARI	Dut. str.	—		JAVA-CHINA-JAPAN LINE	On 11th June.
VANCOUVER VIA SHANGHAI, JAPAN &c.	CHINA	Am. str.	—		CHINA MAIL S.S. CO., LTD.	On 23rd June.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPRESS OF JAPAN	Brit. str.	—	W. Dixon Hopcraft	CANADIAN PACIFIC O. S. LD.	On 31st inst.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPRESS OF ASIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LD.	On 14th June.
VANCOUVER VIA SHANGHAI, JAPAN &c.	MONTEAGLE	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC O. S. LD.	On 28th June.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF RUSSIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LD.	On 12th July.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	D. W. Grierson	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS VIA TIMOR	ST. ALBANS	Brit. str.	—	E. T. Pilcher	GIBB, LIVINGSTON & Co.	On 2nd June, at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Takano	NIPPON YUSEN KAISHA	On 13th June, at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Takeda	NIPPON YUSEN KAISHA	On 12th June, at 10 A.M.
KOBE & YOKOHAMA	TOSA MARU	Jap. str.	—	Sakamoto	NIPPON YUSEN KAISHA	On 24th inst.
MOJI & KOBE	YETOROFU MARU	Jap. str.	—	K. Ogura	NIPPON YUSEN KAISHA	To-morrow.
WEIHAIWEI VIA TIENTSIN	CHIPSHING	Brit. str.	—	H. G. N. Walker	JARDINE, MATHESON & Co., LD	On 23th inst., at D'light.
SHANGHAI VIA SWATOW	CHOYSANG	Brit. str.	—	S. Homiwood	JARDINE, MATHESON & Co., LD	To-day, at Noon.
SHANGHAI	YINGCHOW	Brit. str.	—	R. S. Jones	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	WOSANG	Brit. str.	—	J. M. Smith	JARDINE, MATHESON & Co. LD	On 21st inst., at D'light.
SHANGHAI	SHANTUNG	Brit. str.	—	J. Meathrel	BUTTERFIELD & SWIRE	On 21st inst., at D'light.
SHANGHAI	CHENAN	Brit. str.	—	W. L. Jones	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
SHANGHAI, MOJI & KOBE	SHIRALA	Brit. str.	—	J. H. Galgey	DAVID SASSOON & Co., LTD	On 26th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANZA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 30th inst.
SHANGHAI, KOBE & YOKOHAMA	MAGELLAN	Fren. str.	—		MESSAGERIES MARITIMES	About 3rd inst.
SHANGHAI & KOBE	KASHIMA MARU	Jap. str.	—	Tabata	NIPPON YUSEN KAISHA	On 1st June, at 10 A.M.
SHANGHAI	NAGOYA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	About 3rd June.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Thomsen	DOUGLAS LAPRAIK & Co.	On 23rd inst., at 2 P.M.
TAMSUI & KEELUNG VIA SWATOW & AMOY	AMAGURA MARU	Jap. str.	—	Konishi	OSAKA SHOSEN KAISHA	On 21st inst., at Noon.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 24th inst., at 9 A.M.
MANILA	LOONGSANG	Brit. str.	—	Knight	JARDINE, MATHESON & Co., LD.	To-morrow, at at 3 P.M.
MANILA, ILOILO & ILOILO	TAMING	Brit. str.	1 m.	S. Tokushige	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	W. Mesney	JARDINE, MATHESON & Co., LD	On 27th inst., at 3 P.M.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	RANGOON MARU	Jap. str.	—	Hori	NIPPON YUSEN KAISHA	On 22nd inst.
BOMBAY VIA S'POR, PORT S'HAM, PENANG & COLOMBO	LUZON MARU	Jap. str.	—	T. Miyata	OSAKA SHOSEN KAISHA	On 3rd June, at 7 A.M.
SINGAPORE	LIANGCHOW	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., LD.	On 3rd June, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD	On 7th June, at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	TENSHIN MARU	Jap. str.	—	Kawai	NIPPON YUSEN KAISHA	On 31st July.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIPANAS	Dut. str.	—		JAVA-CHINA-JAPAN LINE	On 24th inst.
HOIHOW, PAKHOI & HAIPHONG	KAIFONG	Brit. str.	1 m.	J. B. Evens	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
HOIHOW & HAIPHONG	LOKSANG	Brit. str.	—	D. W. Ritchie	JARDINE, MATHESON & Co., LD.	On 25th inst., at 8 A.M.
SANDAKAN	MAUSANG	Brit. str.	—	G. H. Alcock	JARDINE, MATHESON & Co., LD.	On 2nd June, at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	
† SHANGHAI VIA SWATOW	"CHOYSANG"	Friday,	19th May, Noon.
• MANILA	"LOONGSANG"	Saturday,	20th May, 5 P.M.
† SHANGHAI	"WOSANG"	Sunday,	21st May, D'light.
HOIHOW and HAIPHONG	"LOKSANG"	Thursday,	25th May, 8 A.M.
• MANILA	"YUENSANG"	Saturday,	27th May, 5 P.M.
• WEIHAIWEI VIA TIENTSIN	"CHIPSHING"	Sunday,	28th May, D'light.
•‡ SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday,	3rd June, 5 P.M.
‡ SANDAKAN	"MAUSANG"	Friday,	2nd June, Noon.
• SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wed'day,	7th June, 5 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

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†Taking cargo on Through Bills of Lading to Yangtsze Ports, Chefoo Tientsin, Dairy, Weihaiwei.

‡Taking cargo on Through Bills of Lading to Kudat Labad Datu, Simpornas, Tawao, Usukan, Jesselton and Labuan.

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Hongkong, 19th May, 1916. GENERAL MANAGERS. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

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Hongkong, 16th April, 1915. [24

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,
SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

FOR	STEAMERS	DATE OF DEPARTURE.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

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Hongkong, 15th April, 1916. 23

CANADIAN PACIFIC OCEAN SERVICES LIMITED

TRANS PACIFIC LINES

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.

(CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA
In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"
16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN" ... REDUCED FIRST CLASS FARES.
"MONTEAGLE" ... ... INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF JAPAN" 31 MAY	"EMPRESS OF JAPAN" 26 JULY
"EMPRESS OF ASIA" ... 14 JUNE	"EMPRESS OF ASIA" ... 9 AUG.
"MONTEAGLE" ... ... 28 JUNE	"MONTEAGLE" ... ... 30 AUG
"EMPRESS OF RUSSIA" 12 JULY	

• Calls at Moji instead of Nagasaki.

For further information, Sailings, Guide Books, etc., please apply to

J. H. WALLACE, General Agent, Hongkong.
P. D. SUTHERLAND, General Agent, Passenger Dept., Hongkong.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about [the] DATES named:—

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NANKIN, Capt. G. Manley	Noon. 19th May	Connecting at Colombo with Mail s.s. "Kamala."
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA, Capt. S. Barcham	About 30th May	Direct Service.
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NOVARA, Capt. H. R. Hetherington, R.N.R.	Noon. 2nd June	Connecting at Colombo with Mail s.s. "Morea."
SHANGHAI	NAGOYA, Capt. A. B. Garwood, R.N.R.	About 3rd June	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 17th May, 1916. 1

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NANKIN."

Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 19th May, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "KARMALA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "CALEDONIA," due in London about the 3rd July, 1916.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR,
Acting Superintendent.

Hongkong, 8th May, 1916. 1

FOR SAN FRANCISCO.

THE fine new American Steamship

"FLORIDIAN"

will be despatched about 30th May, taking cargo for San Francisco and for Overland Points in the United States.

DODWELL & Co., LTD.,
Agents.

Hongkong, 30th March, 1916. 462

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"

FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 12th May, 1916. [685

NORWEGIAN AFRICA AND AUSTRALIA LINE,
CHRISTIANIA.

NOTICE TO CONSIGNEES.

THE Steamship

"ARTEMIS,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 22nd May, will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 22nd May, at 10 A.M.

All Claims must reach us before the 29th May, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THORESEN & Co.,
Agents.

Hongkong, 15th May, 1916. [704

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KENKON MARU" No. 5,

Captain J. Sasaki, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 23rd May, at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th May will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 17th May, 1916. [712

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

PROPOSED SAILING

From Hongkong	Connecting with	From Colombo
2nd June.	"SURAT"	17th June.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA

PROPOSED SAILING

From Hongkong — S.S. "JESERIC" ... About 5th June.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

&

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON	"CITY OF LINCOLN"	...On 4th June.
LONDON & SWANSEA ...	"CITY OF BOMBAY"...	...On 22nd June.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,
OR TO REISS & Co., CANTON.
GENERAL AGENTS

Hongkong, 11th April, 1916. 104

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI ...	"YINGCHOW" ...	On 19th May, 4 P.M.
SINGAPORE ...	"LIANGCHOW" ...	On 20th May, 10 A.M.
HOIHOW, PAKHOI and HAIPHONG	"KAIFONG" ...	On 20th May, 10 A.M.
SHANGHAI ...	"SHANTUNG" ...	On 21st May, D'light.
MANILA, CEBU and ILOILO ...	"TAMING" ...	On 23rd May, 4 P.M.
SHANGHAI ...	"CHENAN" ...	On 23rd May, 4 P.M.

DIRECT SAILINGS TOWEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 19th May, 1916. TELEPHONE 36. AGENTS. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW. AMOY AND FOOCHOW

AND RETURN.

Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Thomson ...	TUESDAY, 23rd May, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 19th May, 1916. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SHIRALA," 5,308 tons, Captain J. H. Galgey, will be despatched for SHANGHAI, MOJI and KOBE on 26th May.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 13th May, 1916. 27

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hong-Kong Noon Friday	Connecting Mail Str. from Colombo	Due at Marseilles 1916	Due at London 1916
NANKIN	May 19	KARMALA	June 9	June 26
NOVARA	June 2	MOREA	July 3	July 10
NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through steamer	July 31	Aug. 7
NELLORE	July 14	Through Steamer	Aug. 4	Aug. 21
NANKIN	July 28	Through Steamer	Aug. 28	Sept. 4
SOMALI	Aug. 11	KAISAR-I-HIND ...	Sept. 11	Sept. 18

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About	
NYANZA	TUESDAY,	30th May.
†NAGOYA	SATURDAY,	3rd June.
NELLORE	SATURDAY,	17th June
NANKIN	SATURDAY,	1st July.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.
† Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers.	Leave H'kong. about	Leave S'pore about	Due at M'seilles. if calling about	Due London about
NOVARA...	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.
Passage Tickets Interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

E. V. D. PARR,
Acting Superintendent.

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NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

Destination	Steamers and Displacement	Tons	Sailing Dates
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE ...	§ KAGA MARU Capt. Tozawa	13,500	THURSDAY, 25th May, at Noon
	§ KAMO MARU Capt. Shimizu	16,000	THURSDAY, 8th June, at Noon.
VICTORIA, B.C. and SEATTLE via KEELUNG SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	§ YOKOHAMA MARU Capt. Shinobu	12,300	WED'DAY, 7th June, at 4 P.M.
	§ SADO MARU Capt. Asakawa	19,500	TUESDAY, 27th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, BAMBOANGA THURSDAY ISLAND, TOWNSVILLE & BRISBANE	§ TANGO MARU Capt. Hoyeda	13,500	TUESDAY, 13th June, at 4 P.M.
	§ NIKKO MARU Capt. Takeda	6,000	FRIDAY, 14th July, at 4 P.M.
CALCUTTA via SINGAPORE PENANG and RANGOON ...	TENSHIN MARU Capt. Kawai	8,000	WED'DAY 31st July.
BOMBAY via SINGAPORE, MALACCA and COLOMBO ...	RANGOON MARU Capt. Hori	8,000	MONDAY, 22nd May.
KOBE & YOKOHAMA	TOSA MARU Capt. Sakamoto	10,000	WED'DAY, 24th May.
MOJI and KOBE	YETOROFU MARU Capt. K. Ogura	8,800	SATURDAY, 20th May.
NAGASAKI, KOBE and YOKOHAMA	§ NIKKO MARU Capt. Takeda	9,600	MONDAY, 12th June, at 10 A.M.
SHANGHAI and KOBE	§ KASHIMA MARU Capt. Tabata	19,000	THURSDAY, 1st June, at 10 A.M.

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 650. | To London 2nd Single Yen 430.
" " " Return " 975. | " " " Return " 660.
To London, via New York ... £67.10.
" " " Montreal £55.18.0
To Victoria, Vancouver, Seattle, 1st Single £30.
" " " 1st Return £45.
To Sydney, 1st Single £40. To Melbourne, 1st Single £41.
" 1st Return £72. " " 1st Return £73.15.
To Yokohama, 1st Return $150. To Kobe, 1st Return $135.
" 2nd " $90. " " 2nd " $83.

ROUND-THE-WORLD, Tour No. 1 £112,8. Tour No. 2 £111,17.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1941. 6

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong.
SHINYO MARU	22,000—21 knots	WED., 31st May Noon.
* DAIREN MARU	9,000 — 12 knots	SATU'., 3rd June Noon.
* JINYO MARU	8,000 — 12 knots	... MON., 26th June Noon.
† PERSIA MARU	9,000 — 14 knots	... TUES., 4th July 10.30 A.M.
* KWANTO MARU	8,000 — 12 knots	... SATUR., 8th July Noon.
‡ KIYO MARU	17,200 — 14 knots	... TUES., 11th July Noon.
TENYO MARU	22,100—21 knots	TUES., 18th July Noon
† NIPPON MARU ...	11,000 — 15 knots	... TUES., 1st Aug 10.30 A.M.

† Via MANILA. Omitting Shanghai * Cargo only.
‡ Proceeding to South American Ports.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS)	£120.
" " " NEW YORK	£60. ...	" "	£96.10.
" " " SAN FRANCISCO	£45. ...	" "	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge

SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
KIYO MARU	17,200 — 14 knots ...	TUESDAY, 11th July.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291. 213

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	Steamer	To Sail.
SHANGHAI, KOBE ... AND YOKOHAMA ...	MAGELLAN ...	On or about 31st May.

HOMEWARD

For	Steamer	To Sail.
MARSEILLES VIA SAIGON and PORTS (Without Transhipment)	PORTHOS ...	On or about 22nd May.

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co.'s for return journey.

FARES: TO KOBE, $135.00. TO YOKOHAMA, $150.00.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING

TELEPHONE 740 5

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.

* "CANADA MARU" ...	T. Suruga ...	FRIDAY,	26th May, at 3 P.M.
† "TACOMA MARU" ...	T. Hamada ...	MONDAY,	12th June, at 3 P.M.

† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"LUZON MARU" ... ... SATURDAY, 3rd June, at 7 A.M.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

† "AMAKUSA MARU"	SUNDAY,	21st May, at Noon.
§ "SOSHU MARU"	WED'DAY,	24th May, at 9 A.M.

† Proceeding to Keelung via Swatow and Amoy.
§ Proceeding to Anping and Takao.
These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.
For FURTHER INFORMATION, apply to:—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.

TEL. Nos. 744 and 745. 56

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS	10th June	On 2nd June, 11 A.M.
EMPIRE		On 1st July, 11 A.M.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity All State-Rooms have Electric Fans A duly qualified Doctor and Stewardess are carried
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS

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POST OFFICE NOTICE.

Ships in communication with Cape D'Aguilar Radio Telegraph Station :—

Shinyo Maru
Katori Maru

INWARD MAILS.

From	Per	Date
America	*Shinyo Maru* ...	19th May.
Shanghai	*Chenan*	19th May.
Europe (via Negapatam)...	*Tosa Maru*	22nd May.
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...

OUTWARD MAILS.

For	Per	Date
Hongay	*Kiangping* ...	Friday, 19th, 7.00 A M
Bangkok	*Kwangtse*	Friday, 19th, 10.00 A M
Swatow, *Shanghai and *North China ...	*Cheyeang* ...	Friday, 19th, 10.00 A M
Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe	*Nonkin*	Friday, 19th, Registration .. 10.15 A M Letters ... ...11.00 A M
Japan via Kobe	*Eiofuku Maru* ...	Friday, 19th, Noon
Saigon	*Pheumepenh* ...	Friday, 19th, 1.00 P M
Japan via Kuchinotsu Victoria, Seattle, Tacoma Vancouver and United Kingdom via Canada	*Teucer*	Friday, 19th, Registration 1.15 P M Letter ... ... 2.0) P M
Japan via Kobe	*Tiliwong*	Friday, 19th, 3.00 P M
Shanghai and North China	*Yingchow*	Friday, 19th, 3.00 P M
Straits	*Liangchow*... ...	Saturday, 20th, 9.00 A M
Hoihow, Pakhoi and Haiphong	*Kaifong*	Saturday, 20th, 9.00 A M
Philippine Islands	*Loongsang*... ...	Saturday, 20th, 3.00 P M
Shanghai and North China	*Shantung*	Saturday, 20th, 5.00 P M
Shanghai and North China	*Woosang*	Saturday, 20th, 5.00 P M
Swatow, Amoy and Formosa via Keelung ...	*Amakusa Maru* ...	Sunday, 21st, 9.00 A M
Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe ...	*Perthes*	Monday, 22nd, Registration ... 3.15 P M Letters ... ... 4.00 P M
Swatow, Amoy and Foochow	*Hattan*	Tuesday, 23rd. 1.00 P M
Philippine Islands	*Tamsang*	Tuesday, 23rd, 3.30 P M
Shanghai and North China (Europe via Siberia, ... (Shanghai Brit. P.O Saturday, 27th May.	*Chenan*	Tuesday, 23rd, Registration ... 2.15 P M Letters ... 3.00 P M
Swatow, Amoy, Formosa via Takao & Anping	*Soshu Maru*... ...	Tuesday, 23rd, 5.00 P M
Batavia, Samarang, Sourbaya and Port Moresby (via Batavia)	*Tjipanas*	Wednesday, 24th, 9.00 A M
Straits, Colombo, Indin, Durban, Cape Town, and *United Kingdom	*Kaga Maru* ...	Thursday, 25th 11.00 A M
Philippine Islands, Australia, Tasmania, New Zealand, via Port Darwin, and New Guinea via Thursday Island ...	*Taiyuan*... ...	Friday, 26th, Registration 10.15 A M Letters 11.00 A M
Formosa via Keelung, Shanghai, North China and Japan via Moji, Victoria, Tacoma, and United Kingdom via Canada ...	*Canada Maru* ...	Friday, 26th. Registration 12.15 P M Letters ... 1.00 P M
Tientsin	*Huichow*	Saturday, 27th, 5.00 P M
Shanghai, North China, Japan via Nagasaki, Victoria, B.C. (Canada, United States, South America and United Kingdom via Vancouver) ... (Europe via Siberia) [Shanghai Brit. P.O. Saturday, 3rd June	*Empress of Japan* ...	Wednesday, 31st, Registration... 9.45 A M Letters ...10.30 A M
Timor, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	*St. Albans* ...	—: JUNE :— Saturday, 3rd, Registration 9.15 A M Letters ...10.00 A M

* Superscribed correspondence only.

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays
Tai O	8.30 A.M.	—
Tai Po	10.00 A.M.	9.00 A.M.
	4.00 P.M.	—
Cheung Chow	2.00 P.M.	—
Shataukok, Shatin and Sheungshui ...	4.00 P.M.	—
Aberdeen, Autau Ping Shan, Sai Kung Santin, Stanley	4.30 P.M.	—
Canton, Wuchow and Samshui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M.	9.15 A.M.
Kongmoon	6.00 P.M. Except Saturdays	6.00 P.M.
Namtau and Sammei	6.00 P.M.	6.00 P.M.
Shamshun	10.00 A.M. 4.00 P.M.	9.00 A.M.

From Sheungwan Western Branch P.O.

For	On Week-Days	On Sundays & Holidays.
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.
	7.30 A.M.	9.30 P.M.
Canton	9.30 P.M.	7.00 A.M.
Tai Ping Tong	7.00 A.M.	9.30 P.M.
Shek Ki	9.30 P.M.	6.15 P.M.
Kongmoon	6.15 P.M.	6.00 P.M.
Kumchuk	6.00 P.M.	9.00 P.M.
Kaitong...	6.00 P.M. Except Saturdays	

In the case of Mails closing before 9 a.m. Registration close at 5 o'clock on the previous evening.

WM. C. JACK & CO. LTD.

Sole Agents in Hongkong for the CROWN BATTERY, made expressly for AUTOMOBILES, MOTOR BOATS, CYCLES, TELEPHONES, MEDICAL APPARATUS and BELLS.

This DRY CELL is made expressly for the climate and has received the Highest Awards for Economy, Long Life and Efficiency.

Fresh stocks always on hand. 30

COMMERCIAL.

CLOSING QUOTATIONS.

May 18th

On London:—		
Telegraphic Transfer	2/3	
Bank Bills, on demand	2/3 1/8	
Bank Bills, at 30 days' sight	2/3 1/4	
Bank Bills, at 4 months' sight	2/3 3/8	
Credits, at 4 months' sight...	2/3 1/2	
Documentary Bills 4 mos.' at.	2/3 5/8	
On Paris:—		
Bank Bills, on demand	317 1/4	
Credits, at 4 months' sight...	320	
On New York:—		
Bank Bills, on demand	63 3/8	
Credits, at 60 days' sight...	—	
On Bombay:—		
Telegraphic Transfer	—	
Bank Bills, on demand.....	168	
On Calcutta:—		
Telegraphic Transfer	—	
Bank Bills, on demand	168	
On Shanghai:—		
Bank Bills, at sight	70 1/4 n	
Private, 30 days' sight	—	
On Yokohama:—		
On Demand	104 1/4	
On Manila:—On demand—Pesos	106 1/4	
On Singapore:—		
On Demand		
On Batavia:—		
On Demand	129 1/4	
On Haiphong:—		
On Demand	3 1/2 % pm.	
On Saigon:—		
On Demand	3 1/4 % pm. n.	
On Bangkok:—		
On Demand	68 1/4	
Sovereigns, Bank's Buying Rate	$8.30 n.	
Gold Leaf, 100 fine, per tael ...	$53.00	
Bar Silver, per oz.	36 1/4 d.	

Subsidiary Coins.

		per cent.
Hongkong	50 cents pieces...	$ 2.45 discount.
Hongkong	10 " ...	$ 2.40 "
Canton....	20 " ...	$13.40 "
Canton....	10 " ...	$10.50 "

NOW-A-DAYS KHAKI UNIFORM is the only fashionable dress for Gentlemen to wear, but you are always in the fashion if you Smoke PALL MALL Cigarettes.

THE Turkish Cigarette for those who Know and want the BEST.

A Shilling in London.

A Quarter in the States.

And Forty Cents here.

Ask for PALL MALL Cigarettes.

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SHARE LIST.—QUOTATIONS

Hongkong, 18th May, 1916.

Stocks.	No. of Shares.	Value	Paid up	Closing Quotations Cash.	Return on basis of last Div'd.
Banks.—					
Hongkong & S'hai. Bank. Corporation	120,000	$125	all	$73½, sales L'don	6 p.c.
China Borneo Company, Limited	50,000	$12	all	$10, sel. 9½, buy.	
China Light and Power Company, Ltd.	50,000	$5	all	$3.40	8½ p.c.
China Provident, Loan & Mortgage Co., Ltd.	80,000	$1	all	$9, sellers	7 p.c.
Cotton Mills.—	200,000	$10	all		
S'hai. Cotton Manufacturing Co., Ltd.	40,000	Tls. 50	all	T. 83	
Kung Yik Cotton S. & W. Co., Ltd. ...	100,000	Tls 10	all	T. 12, sellers	5½ p.c.
International Cotton Manuf'ing Co., Ltd	10 000	Tls. 75	all	Tls. 75½	
Laou Kung Mow Cotton S. & W. Co., Ltd	8,000	Tls100	all	Tls. 70	
Soeychee Cotton S. & W. Co., Ltd.	20,000	Tls. 50	all	Tls. 34	
Ewo Cotton Spin'g. & Weaving Co., Ltd.	21,000	Tls. 50	all	T. 130	
Dairy Farm Company, Limited.	40,000	$7½	$6	$24½	3½ p.c.
Docks and Wharves.—					
H'Kong. & Kowloon Wharf & G. Co., Ltd.	60,000	$50	all	$77½, sales	4½ p.c.
H'Kong. and Whampoa Dock Co., Ltd.	50,000	$50	all	$109	3½ p.c.
S'hai. Dock and Engineering Co., Ltd.	58,200	Tls100	all	T. 77	
New Engineering & S. B. Works, Ltd.	150,000	Tls	all	Tls. 101	
S'hai. and Hongkew Wharf Co., Ltd.	36,000	Tls 50	all	Tls. 90	6½ p.c.
Green Island Cement Company, Limited.	400,000	$10	all	$8 65, sellers	
Hongkong Electric Company, Limited	60,000	$10	all	$47	4½ p.c.
Hongkong Hotel Company, Limited.	22,000	$50	all	$112½, sellers	4½ p.c. 6 p.c.
Hongkong Ice Company, Limited.	6,500	$25	all	$171, sellers	4½ p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	$10	all	$13	
Hongkong Tramway Company, Limited. ...	325 000	5/-	all	16.3, sellers	5½ p.c.
					5½ p.c.
Insurances.					
Canton Insurance Office Co., Limited..	10,000	$250	$50	$400, sellers	6½ p.c.
China Fire Insurance Co., Limited.	20 000	$20	$20	$158	
Hongkong Fire Insurance Co., Ltd.	8,000	$250	$50	$270	5½ p.c.
North-China Insurance Co., Limited. ...	10,000	£15	£5	Tls. 175, sellers	
Union Insurance Society, Limited.	12,400	$250	$100	$3 0 buyer	
Yangtsze Insurance Association, Ltd. ...	12,000	$ 00	$60	$280, sellers @ Ex 73	6½ p.c.
Lands and Buildings.—					
H'kong. Land Invest. Agency Co., Ltd.	50,000	$100	all	$10), buyers	
Hongkong Central Estate, Limited, ...	10,000	$100	all	$98 sellers	6½ p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	$100	$75	$200	7½ p.c.
Humphreys' Estate and Finance Co., Ltd.	150 000	$10	all	$7	
Kowloon Land and Building Co., Ltd....	6 000	$ 0	$30	$39	5 p.c
Shanghai Land Investment Co., Ltd.	78,000	Tls 50	all	Tls 99	
West Point Building Co., Limited.	12,500	$50	all	$87, sellers	
Maatschappij tot Mijn.' Bosch-en Landbouw exploitatie in Langkat	250,000	Gds.10	all	Tls. 27, sales	
Mining.—					
Ural Caspian Oil Corp., Limited	1,000,000	£1	all	33/-	
Chinese Engineering and M. Co., Ltd.	1,000,000	£1	all	28/-, x. div.	
Raub Australian Gold Mining Co., Ltd.	200 000	£1	all	$2.93, sellers	7 p.c.
Tronch Mines, Limited	160 000	£1	all	70/-	
	25,000	$10	all	$10½, buyers	
Peak Tramways Company, Limited	60,000	$10	$1.	30.55	
Refineries.—					
China Sugar Refining Co., Limited ...	20,000	$100	all	$102, sellers	
Luzon Sugar Refining Co., Limited	7,000	$100	all	$31, sellers	5 p.n.
Steamship Companies.—					4½ p.c.
Douglas Steamship Company, Limited.	20 000	$50	all	$127½	
H'kong., Canton & Macao S. B Co., Ld.	20,000	$15	all	$22	
Indo-China Steam Navigation Co., Ld.	60,000 d 60,000 f.	£5	all	prof. $46, sel. def. $112½.	7½ p.c.
Shell Transport and Trading Co., Ltd.	4,077,610	£1	all	95/-, buy. 97/-, sel.	4½ p.c.
Star Ferry Company, Limited.	40,000	$10	all	$33	7½ p.c.
South China Morning Post, Limited.....	6,000	$25	all	$29	
Steam Laundry Company, Limited	20,000	$5	all	$5½	7 p.c.
Stores and Dispensaries.—					9 p.c.
Powell, Wm., Limited	21,000	$7	all	$8½, sellers	6 p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$7½, buyers	
Union Waterboat Company, Limited	50 000	$10	all	$15, sellers	

Loans.	Amount.	Value.	Interest.	Quotations.
Chinese Imperial 1886.	Tls. 1767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

FORTHCOMING EVENTS.

TO-DAY

Noon—Canton Insurance Office, Ltd., Extraordinary General Meeting.
12.10 p.m.—Canton Insurance Office, Ltd., Extraordinary General Meeting.

TO-MORROW

11 a.m.—Auction of Haikow Tea at Sales Rooms, by Messrs. Hughes & Hough.
Noon—Hongkong Electric Co., Ltd., Meeting of Shareholders.

Monday, 22nd May:—
11.30 a.m.—China-Borneo Co., Ltd., Meeting of Shareholders.
Tuesday, 23rd May:—
Noon—Peak Tramways Co., Ltd., Meeting of Shareholders at the Hongkong Hotel.
Wednesday, 24th May:—
Empire Day.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 18th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer ...	29.93	29.87	29.84
Temperature ...	80	80	84
Humidity ...	83	83	81
Wind Direction ...	East	SSE	South
" Force	3	3	2
Weather	0	0	0
Rain		0.01	—

Highest open-air Temperature on 17th ... 81
Lowest open-air Temperature on 17th .. 75

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £1,500,000, at 2/—$15,000,000
Silver $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
W. L. Pattenden, Esq.—Chairman.
S. H. Dodwell, Esq.—Deputy Chairman.
G. T. M. Edkins, Esq. | Hon. Mr. D. Landale.
C. S. Gubbay, Esq. | J. A. Plummer, Esq.
Hon. Mr. P. B. Holyoak. | Hon. Mr. E. Shellim

Chief Manager:
Hongkong—N. J. Stabb, Esq.

Manager:
Shanghai—A. G. Stephen, Esq.

London Bankers:
London County and Westminster Bank, Limited.

Hongkong Interest Allowed.
On Current Account at the rate of Two per cent. per annum on the Daily Balance

On Fixed Deposits.
for 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.
Hongkong, 21st February, 1916. [9

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of 15th April, 1913.)

Authorised Capital $60,000,000
Paid-up Capital $10,000,000

Head Office:—Peking.

Branches and Sub-Branches.
Shanghai: Nanking: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. Hankow: Shasshi, Ichang, Nanchang. Tientsin: Paoting, Tongshan Luanhsien, Tsanghsien, Haingtai. Hangchow: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. Kaifeng: Changteh, Sinyang, Loho, Chowkou. Tsinan: Chowtsun, Tunhsien, Lunchi, Lintsang, Tsinieu, Yihtuh, Huiming, Chefoo, Tsingtao. Taiyuan: Yuncheng. Foochow. Changchun: Kirin, Moukden, Newchwang, Dairen, Harbin, Taitsihar, Tieling, Chinchow, Antung. Canton. Kuhkang. Peking Kuethua, Suiyuancheng, etc., etc.

Canton Branch
Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange
Hongkong, 13th October, 1914. [560

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital... ... ... £1,800,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON
Manager.
Hongkong, 9th June, 1914. [133

BANKS

THE BANK OF TAIWAN, LIMITED.

(Incorporated by Special Imperial Charter).

Capital Subscribed ... ... Yen 20,000,000
Capital Paid-up ... ... " 12,500,000
Reserve Funds ... ... " 4,620,000

President: Tetsutaro Sakurai, Esq.
Vice-President: Kojuro Nakagawa, Esq

Directors.
Ryotoshi Sada, Esq.
Kyoroku Yamanashi, Esq
Shingo Minami, Esq.

HEAD OFFICE
TAIPEH, FORMOSA (TAIWAN).
Branches and Agencies.

Akou	Kagi	Makung	Taichu
Amoy	Karekou	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Foochow	Kiukiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

Correspondents at
Cheribon, Cheshun, Dairen, Fusan, Iloilo, Jolo, Macassar, Makden, Moji, Nagasaki, Nagoya, New York, Semarang, Seoul, Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga, Haiphong, Hanoi, Saigon, Bangkok.

HONGKONG OFFICE:
3, Des Voeux Road.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits

Y. KIKUCHI,
Manager.
Hongkong, 12th May, 1916. [642

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London.

Authorised Capital $1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund 550,000

Bankers:
The Bank of England.
The London Joint Stock Bank, Limited.

Branches

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore

Hongkong Branch.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN,
Acting Manager.
Hongkong, 9th September, 1915. [79

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
G. J. STABB
Chief Manager
Hongkong, 2nd November, 1914. [12

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